

00157



DR. RICHARD D. JONES
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San Diego, CA 92116

(619)
283-7682

Mr. Dan Stricker, Project Mgr Kensington Terrace
Development Services Center
1222 First Avenue
San Diego, California 92101 MS #501

Monday, 29th October 2007

re: impact to a long well-planned community since 1926

Dear Mr. Stricker:

Thank you for your contrite second phone call. I too was calling you, feeling that we had got off on the wrong foot. Your line was busy. You expressed two facts: (1) that the project approval was not a 'done deal', and (2) that there was no opposition to the Allerd Jensen Kensington Terrace Project. Finally, you graciously invited me to answer any questions I (we) had about the project. Thanks.

Allow me to say that the local Kensington Planning Group does not represent me or many hundreds of other long, and near-term residents. This group has approved every proposal by developers since it was founded! Sadly frustrated by the lack of democratic process many old timers have simply given up.

There is wide opposition and deep resentment. (see enclosed flier). Mr. Allerd Jensen does not live in this community. His building housing the current Starbucks was resented because it was suddenly much too tall for the zoning and it was in direct competition with Kensington Coffee - been there for years. The permitted height limitations were abandoned by a midnight decision, under Mayor Murphy to change the City Wide Municiple Code - w/o public input - except Daily Transcript.

NOW

With the off-& on-ramps to Hwy #15, with new shops in the Starbucks building, -with the pedestrian demand to get to the tiny Kensington Library, with the mothers trying to get across Adams Ave to the "Tot-Park" - traffic and noise is far beyond what was predicted and "sold" as being "livable"

#1 What were the "Before" and "After" traffic reports, before Starbucks? Now we are asked to believe that Kensingtonians can access and egress without a problem, even though the so-called "mitigation" proposals do not consider the draw and impact of non-resident parking for restaurants, movie theatres, library patrons. The current proposal does not answer this question. Even with 120 underground parking spaces these are only for the proposed residents and patrons who would then occupy the new development. It provides nothing for the new volume of traffic likely to be generated. This is insanity.

THEN

#2. If the Planning Commission approves of the current Kensington Terrace proposal without further mitigation they all deserve to be sued. Pedestrians will be killed. Fires will burn along the canyons w/o fire department truck access. In and Out is being cut off.

Maple Anderson

Sincerely, *RdJ*
Richard D. Jones, Ph.D.

KENSINGTON RESIDENTS: If you care about the small-town character of our neighborhood, please read this!!

The Emerald gas station and adjacent boarded-up homes is the site of a proposed approx. 40 ft. high complex of offices(16,255 sq ft)/shops(16,550 sq ft)/condos(19,614sq ft--a total of 9 three-bedroom for-sale units) and 112 underground parking spaces. Marlborough will be widened 4 ft from Adams to the alley with parking eliminated on the east and west sides of Marlborough near the new building. The alley will be widened for vehicles to enter the garage from the alley. Adams Ave will be re-striped to three lanes with center turn lane with an estimated increase of 2,479 daily car trips. If bike lanes are added on either side of Adams, on-street parking may be eliminated. Cars will have to park further into the neighborhood. A stoplight will be added at Kensington Dr. and Adams. You think it's hard now to travel on Kensington Drive, especially when delivery trucks are present, it will get worse. Cars will divert to previously less-traveled (and non-stoplight controlled) streets to get out of our community. The City's draft environmental report regarding traffic states: "The proposed development would create significant direct and cumulative impacts under near-term and long-term conditions." This is supposedly mitigated by re-striping Adams and adding a stoplight. Visit www.411kensington.com, click on "Kensington Talmadge Groups & Organizations" on the left; then in orange box, scroll down to Kensington Talmadge Planning Committee and click on it. Scroll down till you see Kensington Terrace project. You can read the traffic study, the Draft Report on the project as well as drawings of the project--decide for yourself. You can get on a mailing list to be kept informed of the status--contact Dan Stricker (see below) and give him your address.

PLEASE DO THE FOLLOWING if you oppose the size/density and/or traffic impacts of this project:

1.) Call Dan Stricker, Project Manager, at the City Planning Department 619-446-5251 or email:

Dstricker@SanDiego.gov.

2.) Attend the **FINAL** Planning Commission meeting **November 8, 2007, 9 a.m.**, 202 C St. in City Admin Building, 12th floor Council Chambers. The decision of the Planning Commission is final unless the project is appealed to the City Council. In order to appeal the decision of the Planning Commission (they are recommending approval), you must be present at the public hearing and file a speaker slip before the meeting commences concerning application or have expressed interest by writing to the Planning Commission before the close of the public hearing.

The project does not yet have the City's approval, but this meeting will be the LAST TIME the public can express their opinions. Previous notices citing an October 18 meeting date is incorrect. **THE DATE HAS BEEN CHANGED TO NOVEMBER 8**. If you cannot attend the meeting, please at least call or email and express your thoughts. Once permits are issued and ground is broken, it will be too late!!

Please pass along this info to your neighbors or post in a prominent place for public viewing.

PLEASE MARK YOUR CALENDARS:

November 8, 2007 9 a.m.

202 C Street, 12th floor, City Council Chambers in the City Admin Bldg

10/17/2007

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202 C Street, 12th floor, City Council Chambers in the City Admin Bldg

DEVELOPMENT COMING TO KENSINGTON

Kensington Neighbors,

A 3-story, multiple-use complex is planned for the block between Marlborough and Edgeware on Adams Avenue, extending to the alley behind the existing gas station. The gas station is scheduled to be demolished early next year, along with the now-vacant houses and apartment units. Plans for the multiple-use complex include the following:

- underground parking on two levels; garage will be 21 feet below grade
- a first floor for retail shops, a second floor for offices, and a third floor for condominiums; also, 3 rowhouses will be built on Edgeware Drive
- about 115 parking spaces in the garage; about 90 of them will be for the offices and retail shops, and about 25 will be for condo residents
- an open plaza at the corner of Adams Avenue and Marlborough Drive

The complex will be about 37 feet above grade at its highest point if a waiver is granted by the City of San Diego to deviate from the zoned 30-foot height limit on the eastern half of the property. Measures proposed to offset the effects of increased traffic include a new stoplight at the corner of Kensington Drive and Adams Avenue, widening Marlborough by 4 feet from Adams to the northern alley and red-stripping the curbs, widening the alley to 20 feet, and re-stripping Adams to 3 lanes,

On September 7, 2007, the City of San Diego opened a comment period for the proposed development. Please take a moment to circle the numbers of the questions below that are of concern to you and your family; then place a stamp on this flyer and mail it to the City of San Diego address on the back of this page (or send in a stamped envelope).

**Comments are due by Wednesday, September 26, 2007,
so mail today!**

Circle

- 1) When is construction going to start and how long will it go on?
- 2) How will heavy equipment be routed through Kensington streets (equipment such as dumptrucks with loads of excavated soil and demolition debris, cement trucks, flatbed trucks with backhoes, graders, etc., and loads of construction materials (lumber, rebar, supplies, etc.)?
- 3) How long will the 21-foot excavation for the underground garage be open and how will it be secured?
- 4) Will pile-driver rigs and/or cranes be used during construction?
- 5) If soil contaminated with gasoline and/or oil is encountered during the excavation and removal of the underground tanks at the gas station, where on the property will it be stockpiled before it's transported off-site for disposal?
- 6) What will be done to suppress dust generated during excavation and grading?
- 7) What noise levels can be expected during construction?
- 8) When will construction activities start and end at the property each day? Will the work take place only Monday through Friday?
- 9) About how many construction workers would be on-site and where will they park?
- 10) What will be done to lessen mud-tracking on Kensington streets as heavy vehicles exit the site?
- 11) How will traffic from Kensington residential areas be routed or diverted during the work?
- 12) How will gridlock on Adams be avoided during morning commute hours?
- 13) Will there be any special protections for children and pedestrians at Adams intersections?

Your comments may be added on additional sheets. For the above to be taken into account by the decision-makers, the following must be completed:

Name: GAIL GREER Signature: GAIL GREER Date: 9-25-07
Address: 4725 MARLBOROUGH DR, SAN DIEGO, CA 92116

*Why not
sign and
mail today?*

October 26, 2007

OCT 29 2007

RECEIVED

City of San Diego Planning Commission
1222 First Avenue 4th Floor
San Diego, CA 92101

RE: An Environmental Impact Report for Project Number 105244

Dear Members of the Planning Commission,

On reading the City of San Diego Development Services Department's mitigated negative declaration for Kensington Terrace, project number 105244, I was struck by the contradictions inherent in the Initial Study, and shocked by the recommendation that a mitigated negative declaration should be accepted in lieu of an Environmental Impact Report (EIR).

Before describing the problems with the Initial Study, allow me to refer you to two cases involving the California Environmental Quality Act (CEQA) in which the city involved hastily exempted a project from CEQA; in both cases it was found, and upheld on appeal, that the cities in question acted arbitrarily in approving a negative declaration and not requiring an Environmental Impact Report for the project. The case of FRIENDS OF B STREET should be of most interest to you and the City Attorney. The Kensington Terrace project has everything that the B Street project had, with the addition of leaking underground fuel tanks on a location which has been the site of a gas station since 1929. The mitigated negative declaration identifies the impacts of traffic, parking, noise, water run-off from new impervious surfaces, neighborhood character/architecture and the leaking fuel tanks, yet the Environmental Analysis Initial Study Checklist goes on to dismiss them all as mitigated with a stop light, some paint and the removal of an unknown quantity of dirt in an unknown manner.

The applicable case law can be found at the following web site, or perhaps the City Attorney's office may be of assistance:

http://www.ceres.ca.gov/ceqa/cases/1980/friends_061780.html

Excerpted here are portions that would seem to be directly relevant to the present situation:

The Supreme Court declared in *No Oil, Inc. v. City of Los Angeles*, supra., that, 'since the preparation of an EIR is the key to environmental protection under CEQA, accomplishment of the high objectives of that act requires the preparation of an EIR whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact.' (13 Cal.3d at p. 75; see also Cal. Admin. Code, tit. 14, § 15084, subd. (b) ['An EIR should be prepared whenever it can be fairly argued on the basis of substantial evidence that the project may have a significant effect on the environment.'].) The court also stated that 'the existence of serious public controversy concerning the environmental effect of a project in itself indicates that preparation of an EIR is desirable.' (13 Cal.3d at pp. 85-86.)

The trial court in the present case determined that the city council abused its discretion when it adopted a negative declaration, because it was presented with '[s]ubstantial evidence that the project might have a significant effect environmentally.'

FRIENDS OF 'B' STREET et al., Plaintiffs and Appellants,

v.

CITY OF HAYWARD et al., Defendants and Appellants.

106 Cal.App.3d 988

In the present case the adoption of a negative declaration was an abuse of discretion. The city's initial study revealed that the short term effects of the 'B' Street Project include increased dust and auto exhaust, disruption of business during the construction of the project, and increased bank erosion and possible loss of wildlife habitat along San Lorenzo Creek during construction of a bridge. Among the long term effects of the project are increased traffic, increased noise, paving and removal of grass and garden areas, the removal of vegetation, landscaping, shrubs and hedgerows, the removal of 153 mature trees (some more than 80 years old) which presently line the street, and the elimination of on-street parking on 'B' Street and Center Street, aggravating present

parking problems that already exist in the area. Two neighborhood stores would be removed, and 12 families would be displaced due to the removal of residential structures. The project would result in the loss of the residential community characteristic of the area, and a decrease in residential property values. The residential desirability of adjacent properties would be adversely affected by the increased noise and exposure to traffic, reduced setbacks of the structures from the street, and the loss of on-street parking. The conversion of single-family dwellings to commercial or multi-family use would be accelerated. The project would also result in a decreased visual or aesthetic quality of the area due to the removal of the trees, grass and garden areas, and the decrease in the setback of the structures from the street. This evidence indicated that a finding of significant environmental effect was mandatory. (Cal. Admin. Code, tit. 14, § 15082.) The trial court correctly determined that there was substantial evidence that the 'B' Street Project might have a significant environmental effect.

According to the Mid-City Communities Plan (MCCP), Kensington existing issues include:

- The construction of SR-15 has presented both problems to address, such as noise, visual impact, and traffic circulation
- Speeding and cut-through traffic is disrupting portions of residential neighborhood streets.
- Commercial parking is deficient with on-street parking overflowing into the neighborhoods.
- Sidewalks and water and sewer lines are deteriorated.
- Street trees and streetlights are inadequate

If one were to compare the "B Street" project to the "Kensington Terrace" project, the similarities would be striking. The project proposes to bring additional traffic, estimated at 2,549 vehicle trips per day, into a community that is surrounded on three sides by canyons. The eastern gateway of the Adams Avenue proposed 3-lane collector is Aldine Drive, which, while

posted at 25 MPH, is a winding, narrow, two-lane road with no room for expansion and with a tight corner posted at 15 MPH where it enters the residential neighborhood.

The traffic studies prepared for the project show the majority of the traffic originating from outside the neighborhood, which appears to be in conflict with the Mid-City Communities Plan Conceptual Commercial Land Use Element which designates the block under development as Neighborhood Commercial. According to the study, this traffic will route not only down Adams Avenue, but onto the surrounding residential streets, which are already impacted by a shortage of parking, low visibility, and speeding. The streets in Kensington are as narrow today as they were when the MCCC was written. Nothing has been done to mitigate the parking, traffic or speeding problem in the community and this project will only add to those problems. If a traffic signal is added at Kensington Drive as proposed in the project plan, it may provide some mitigation for pedestrian access, but the resulting backup in traffic on Adams Avenue will only lead to drivers choosing to use residential side streets as escape routes to go around the traffic signals in order to exit Kensington faster. Increasing traffic in a pedestrian-oriented neighborhood already impacted by speeding and cut-through traffic would have a significant environmental impact.

The project would remove six residential units that were occupied prior to the eviction of the tenants, one of whom is now living in his car, and two single family homes that are viable as either housing or neighborhood commercial establishments. It remains to be seen whether the added noise, traffic and exacerbation of parking problems caused by this project will result in long-time homeowners selling and moving, or perhaps converting their single family owner-occupied homes to rental units in order to move their families to a quieter, more residential neighborhood. The conversion of owner-occupied houses to rental property would be accelerated if this project were implemented as proposed. Aspects of the project that adversely affect the residential desirability of adjacent properties and cause a decrease in residential property values are considered a significant environmental impact.

Numerous mature trees are located on the eastern portion of the property, including a heritage eucalyptus that has been a fixture on Adams Avenue for as long as anyone can remember. An attempt during a previous development project to decapitate that tree appears to have failed

although the scars remain. In the Initial Study, the analyst checked "No" to the question as to whether any signature trees were present. Removal of the grass, vegetation and mature trees and replacement with new impervious surfaces will send an increased volume of runoff into the stormwater drainage system and should be considered a significant environmental impact.

The Mid-City Communities Plan describes Kensington as follows:

Kensington is a unique neighborhood due to its geography and the nonstandard layout designed by its developers. Because it is a narrow peninsula isolated on three sides by steep slopes, much of which is dedicated open space, it has the ambience of a small town. Its winding streets contain mostly owner occupied, custom single-family homes....

Kensington has a small business district consisting of five blocks on Adams Avenue. Its central feature is the compact Kensington Park on which is centered the public library, *considered the heart of the community.*

Named for a borough in London, England, Kensington is a pioneering subdivision dating to 1910. With its stone gateways, ornamental lighting, and curving streets, the neighborhood is a strong candidate for designation as a historic district.

The business district is mainly composed of one and two-story buildings that are at least 50 years old, some close to 100 years old, and have historically provided neighborhood services to Kensington residents by Kensington residents. However, in the Initial Study, under Visual Quality/Neighborhood Character, the analyst finds that the only mitigation required for the project is for the applicant to terrace the 38 foot high three-story building at the corners and step in the third floor. This building will take up the entire block from Marlborough Drive to Edgeware Road; no other structure in Kensington comes close to this in bulk and scale. The applicant's previous project on the opposite corner would be dwarfed, even considering that a false sense of height has been created for that building by the post-permit and post-inspection addition of a non-structural false-front on the top floor of the Adams Avenue side of the building, used, reportedly, to hide cell towers.

The project is located in the center of the original 1910 Kensington Park subdivision, which is, as noted in the MCCP, a strong candidate for designation as a historic district. With the exception of a building previously erected over the objections of the residents of Kensington by the same applicant, most, if not all of the commercial buildings in the Kensington commercial district are older than 45 years and are themselves candidates for historic status. The psychiatrist's office immediately across the street from the project is an unaltered Spanish-style house built in 1925. The coffee shop on the corner was once a dress shop in 1951. The small commercial building at 4153 Adams Avenue, built in 1953, was the campaign headquarters for Barry Goldwater. He delivered a campaign speech from in front of this store. The mixed-use building at 4689 Marlborough Drive was one of the first residences in Kensington and was probably built in 1910. On the Initial Study checklist, in answer to "Will the proposal result in the creation of a negative aesthetic site or project?" the analyst responds, "No. The proposed structures would be visually compatible with the surrounding commercial, industrial and residential uses." In response to the question, "Will the proposal result in project bulk, scale, materials, or style which would be incompatible with surrounding development?", the analyst does not answer the question, but instead offers that the "project would be in conformance with the urban design criteria outlined in the community plan." It can be stated unquestionably that this project is out of scale and character with every other development on the entire length of Adams Avenue from Park Boulevard to Aldine Drive.

Incredibly, the Initial Study checklist marks "No" to the question "Substantial shading of other properties?", yet the study reports that the bungalows to the north of the project will be in full shade all day during the winter months due to the height of the project. At least one of those homes is owned and occupied by a young family with children. Their play equipment can be seen in the side yard of their house, and will be viewed from the second floor offices and by the third floor tenants of the project building. That home is a Spanish-style single story built in 1926. A project which is not in keeping with the scale, height, architecture, character or lifestyle of the neighborhood is a significant environmental impact. The analyst checked "No" in response to the question, "Will the proposal result in substantial alteration to the existing character of the area?" Please refer to the accompanying PowerPoint presentation for a visual record of the neighborhood character.

Other inaccuracies included the statement regarding the 1923 Craftsman located at 4166 Adams Avenue. In the assessment of the Historical (Architecture) impact, the analyst reported, "On April 24, 2003, the Board did not designate the structure for local listing. As indicated with the previous development, the building did not meet any of the significant criteria for listing in either the National Register of Historic Places or the California Register, and therefore is not considered significant under the California Environmental Quality Act (CEQA) or the City of San Diego criteria for designation as a historical site. As such, the proposed demolition of the existing structures would not have a significant impact on historical resources and no mitigation would be required."

However, the actual wording of CEQA is as follows:

15064.5. Determining the Significance of impacts to Archeological and Historical Resources

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

According to the City's Historical Resources Board web site, <http://www.sandiego.gov/planning/programs/historical/faq/property.shtml#whatmakes>, having a house listed in the National Register of Historic Places or the California Register of Historical Resources is only one of several possible criteria used to judge whether a house has historical significance, not the sole one as the statement above seems to allude. The report notes that this house had previously been identified as a contributor to a potential Kensington Historic District.

Therefore, the statement in the negative declaration is incorrect. The Planning Commission should be very concerned about relying on the City Development Services' recommendations if they are based on inaccurate interpretations of State law. The demolition of potential historical resources is a significant environmental impact.

The City's Initial Study describes the residential component as including six, three-bedroom penthouses and three three-bedroom townhome units to be sold for private ownership. However, the architect's drawings show each of these units as two-bedroom with "media room". It is supposed that this designation is used in order to reduce the required number of parking spaces for the project, since they are in part calculated by the number of bedrooms in each residential unit. Guest parking is also calculated by the bedroom count. Judging by the presence of a full bathroom immediately adjacent to the media or bonus room in both the penthouse units and the townhomes, these appear to be in actuality three-bedroom, three-bath units, as the City has noted. The discrepancy between the City's bedroom count and the developer's bedroom count should be resolved and made consistent between the drawings and the City's description, and the actual formula used to calculate the number of spaces required should be published. It is unclear whether the number of parking spaces the developer is required to provide in the underground garage includes spaces to compensate for the loss of ten on-street parking spaces on Marlborough Drive.

The study has also left it to the clairvoyant as to whether the on-street parking on Adams Avenue will stay or go, since the City Traffic Department seems to recommend Class II bike lanes, which would require the removal of the on-street parking on Adams Avenue, while the developer is proposing Class III, and the City Traffic Department is also suggesting removal of the stanchions on Terrace Drive, north of Adams Avenue, and the conversion of the pocket park to parking. These mitigation measures would have a drastic impact on the surrounding residential streets, both in loss of local parking, increased traffic, increased noise, and loss of park land. Yet the City believes an EIR is not warranted. Existing businesses may experience a loss of customers if they cannot find parking on local streets. The impact on parking caused by the high-intensity use of this project is a significant environmental impact.

The Initial Study, when addressing the impact of noise, only looks at the impact on the tenants and residents of Kensington Terrace, not on the businesses and residences on the adjacent streets, especially in the 4100 block of Adams Avenue, where there is residential over commercial, and the single-family homes north of the project across the alley. The project plans do not address whether the supermarket or the restaurant plan on requesting an on-site alcohol sale permit. The zoning allows these businesses to be open until midnight. If on-site alcohol sales are allowed, it can be expected that noise levels will increase accordingly at late hours, and the sound of drunks peeling out of the parking garage at midnight might be mitigated for the residents of Kensington Terrace by the use of "standard insulation and construction practices", but the homes built in 1910, 1912, 1926, etc, still have original leaded glass and may not be up to the task. The increase in traffic noise, coupled with the noise of grocery and restaurant delivery trucks arriving at pre-dawn hours in the alley less than 30 feet away from the bedrooms of these homes, is a significant environmental impact.

The Initial Study notes that mitigation is required for paleontological environmental impact. Dr. Thomas H. Baumann, a long-time resident of Kensington, records in his book, *Kensington-Talmadge 1910-1997* (available at the San Diego Public Library, Kensington Branch) that during the digging of the "Havens Caves", which begin in the backyard of 4691 East Talmadge Drive, approximately four-tenths of a mile due East of the project site, numerous paleontological finds were unearthed by the Havens family, including the tooth of a dusignathine, an extinct four-tusked walrus which lived during the late Pliocene Age. The fossil finds in this area are located in sandstone known as the "San Diego Formation" at less than 100 feet in depth. Destruction and disposal of fossils during excavation and removal of dirt would be a significant environmental impact. While mitigation is addressed in the project plan, in the form of paleontological monitoring, it is noted here as part of the cumulative environmental impact of this project.

What the "B Street" case did not have that the Kensington Terrace project does have is a site that has been the location of a gas station for almost 80 years. In the Initial Study it was noted under Public Health and Safety (Hazardous Materials) that previous studies had uncovered leaks from

the underground storage tanks. A letter was sent to Mr. Allard Jansen from Derek Fowler, Project Manager, DEH SAM Program, dated October 4, 2006. Mr. Fowler's letter stated that at the closure of the previous cases that contaminated soil remained on-site and contaminated soils must be properly managed and disposed of as part of any subsurface construction work associated with the proposed development. Incongruously, in Section III of the Study, the Environmental Analysis checklist, the analyst's answer to the question, "Would the proposal create any known health hazard?" was "Maybe. The existing gas station site has had previous case violations for leaking underground storage tanks. The cases have since been closed with the removal of identified petroleum laden soils." An explanation was provided at a meeting of the Ken-Tal Planning Committee that the contaminated soil that is currently onsite will be excavated and segregated, onsite, from non-contaminated soil. The contaminated soil will be stored onsite for some indeterminate amount of time before being carted away for disposal. What was not answered was what will happen if, during the time the soil is stored onsite, it rains? Will the soil and its contaminants wash into the storm drains? What will happen to the soil and the contaminants in the event that Santa Ana weather conditions occur? Will the soil and its contaminants become airborne and land in the backyards of Kensington homes and playgrounds, the San Diego River, and beyond?

Another serious question arises to how will a fuel plume be managed if one is encountered? Over the course of the almost eighty years that a gas station has occupied the project site, it is almost inevitable that a plume of some magnitude would have resulted from the cumulative effects of leaking underground storage tanks. A study was performed for the State Water Resources Control Board in order to develop a plume length prediction model. Plumes of varying lengths, generally no longer than 250 feet, were studied. The study reports:

Individual or combinations of other hydrogeologic variables, such as groundwater depth or range, have little relationship to benzene plume lengths. This indicates that the plume

length may not be predicted by consideration of hydrogeologic settings alone, and that there may be strong controlling variables that are not measured.¹

It is unknown if the number of installed monitoring wells at the project site is adequate to provide spatial resolution to model benzene plume lengths. What is known is that within 250 feet of the site are homes which are potential vapor receptors due to the proximity to the gas station. Within 500 feet are natural storm water drainage systems in the form of the finger canyons that surround Kensington. These canyons, including the one headed at the intersection of Biona Drive and Vista Lane and bounded by Alder Drive and Aldine Drive, could serve as pathways for delivering benzene, toluene, ethylbenzene, xylenes and other fuel hydrocarbon contaminants to the San Diego River watershed. Using the California Environmental Protection Agency GeoTracker website to produce a report showing the details of the previous cases reported to the State for this site, I find two Closed cases and one Open case, which does not correlate with what we were told in the mitigated negative declaration. It is unfortunate that the San Diego County Lead Oversight Program manager has not found the time to provide the State with any of the details of any of the cases pertaining to this site, as it would be useful to review online the analytical data, detailed release information, remediation on site and other pertinent information since there are so many contradictions in the information that has been provided so far.

The method of handling the removal of the leaking storage tanks, the excavation of the soil, the separation of the contaminated soil, the storage and removal of the contaminated soil, and an assessment of the presence, size and direction of a plume all have significant environmental impacts that are not adequately addressed by this Initial Study, therefore an Environmental Impact Report is required to satisfy the concerns of the residents of this community and the state of California.

A few other questions have also arisen that do not seem adequately addressed in the project plans available to the public. The Mid-City Communities Plan recommends, regarding pedestrian circulation, "Sidewalks should not be reduced in width through street widening, encroachments,

¹ *California Leaking Underground Fuel Tank (LUFT) Historical Case Analyses*, Lawrence Livermore National Laboratory, November 16, 1995

001323

or by other means." It is unclear from the project drawings what the width of the public sidewalks will be after the project has been completed. Also, two old, ornamental lamp posts are located on Adams Avenue directly in front of the project site; will these be restored to that location? The impact on pedestrian movement and safety in the area needs more scrutiny.

I suggest that the Development Services Department review the full package of documents associated with this project again, and understand the necessity of producing an Environmental Impact Report. We have an attempt by the applicant to "bleed" CU-3-3 zoning across the site to the larger parcel zoned CN-1-3. Commercial Neighborhood zoning does not allow a project of this size, with this environmental impact. We also have state law that requires an EIR. If the Development Services Department does not require one at this stage of the project, it will become necessary for concerned residents to involve the court system.

Sincerely,



Margaret B. McCann

4650 Edgeware Road

San Diego, CA 92116

619-584-2896

Cc: Office of the City Attorney
Dan Stricker
John Fisher
Kensington-Talmadge Planning Committee
Council District 3 Councilmember Toni Atkins
Office of the Mayor
Marlon Pangilinan
April Chesebro
Todd Gloria

001589



Kensington Talmadge
Business Association
4183 Adams Ave.
San Diego, CA 92116

City of San Diego Planning Department
1222 First Avenue, 2nd Floor
San Diego, CA 92101

Attention: Mr. Dan Stricker, Development Project Manager
Planning Commissioners

Subject: Kensington Terrace
Project # 105244
4142 Adams Avenue
San Diego, CA 92116

Dear Mr. Stricker & Planning Commissioners:

I am writing this letter on behalf of 32 Kensington/Talmadge businesses represented by the KTBA to endorse and support the height deviation of 8' for the Kensington Terrace project being developed by Allerd Jenson. We firmly believe this project will add tremendous value, to the local economy and to the community as a vibrant addition to the Kensington Business Corridor.

Respectfully,

Chance Billmeyer, President

Kensington/Talmadge Business Association

001391



Kensington Talmadge
Business Association

4183 Adams Avenue
San Diego, CA 92116
619-269-9322

November 15, 2007

To the members of the Planning Committee for the City of San Diego:

I would like to cover three items regarding the noticing and support of the Kensington Terrace Project.

- 1) The KTBA and it's members have collectively spent over \$13,000 on marketing materials to reach out to the community and create awareness regarding the community information site, 411Kensington.com. Over 7,000 411 Kensington Directories have been hand delivered to homes throughout the Kensington and Talmadge areas in August of 2006 and September of 2007. In addition, the KTBA has worked with the Ken Tal Planning Committee to add their agendas, minutes and presentations to the 411Kensington.com site by spending \$240 and completing the addition of this feature on April 13, 2007.
- 2) The Kensington Terrace project has been on the KTBA agenda since April of 2006. I am enclosing copies of the agendas and minutes from each meeting until current day. Please notice the language on the April 11, 2006 minutes that states: "Wants community support" and "conducted two workshops with community - issues with access and parking" and "tomorrow night Ken Tal planning group presentation. Clearly Mr. Jansen has been working with the community and with our association since April of 2006 reaching out to more than the 300 ft. noticing requirement.
- 3) On June 17, 2007 the final version of the Terrace project was presented as an action item and voted on. The members of the KTBA unanimously approved the project and the height deviation of 8'.

Please let me know if you have any questions.

Thank you.

Chance Billmeyer
President

Chance Billmeyer
ZEN Sanctuary
SANSARA Design
President

Guy Hanford
Kensington Video
Vice President

Leilani Lopez
Clip Art Salon
Treasurer

Tracey Raz
Raz & Majette Designs
Secretary

001392



September 13, 2007

6 p.m.

Sleep Matters

Kensington Talmadge
Business Association

4183 Adams Avenue
San Diego, CA 92116

619-269-9322

AGENDA

Welcome and Introduction of Officers:

Chance Billmeyer - President
Guy Hanford - Vice President
Leilani Lopez - Treasurer
Tracy Raz - Secretary

Introduction of Guests:

Question and Answer for Guests:

MEMBER Portion of Meeting - Voting

KTBA Business (3 to 9 min presentations):

OLD Business:

- 1) Approval of Minutes - ACTION
- 2) Update on Membership - New Members - Membership Renewal - INFORMATION
- 3) 411Kensington.com and Print Directory - INFORMATION
- 4) Holiday Event - INFORMATION
Location Change
- 5) Update on Allard Jansen Project - INFORMATION
- 6) Traffic Calming - INFORMATION
- 7) TREES - MAD Update - INFORMATION
- ~~8) Newstack - INFORMATION~~
- 9) Information on Kensington Terrace

NEW Business:

- ~~1) October 20 All Board Member Luncheon and Community Leader Appreciation~~
- 2) Kensington CHAIRS Project - Plates for Chairs
- 3) Contribution to SIGN from KTBA to have name listed on Donor Wall

- New stack

ADJOURN: 7:30 p.m.

- 4th Anniversary ZEN
- Walk for Peace

Chance Billmeyer
ZEN BodyMind Sanctuary & Studio
SANSARA Design
President

Guy Hanford
Kensington Video
Vice President

Leilani Lopez
Clip Art Salon
Treasurer

Tracy Raz
Hazz & Majette Designs
Secretary

001393

KTBA Meeting Minutes
Kensington Talmadge Business Association
Meeting Minutes: September 13, 2007
6:00 p.m. at Sleep Matters

Board Members:

Present: Chance Billmeyer, Guy Hanford

Absent: Leilani Lopez, Tracy Raz

Others Present:

Marilyn Sanderson, Century 21 Realty

Allard Jansen, The Kensington Partnership

Steve May, SD Coffee Tea & Spice

Susan Hull, Ladybugart

Mike Tristany, Windermere

Amos Kober, Sleep Matters

Victor Nguyen, ZEN Sanctuary

Proceedings:

-Meeting called to order at 6:00 p.m. by President, Chance Billmeyer

-July's meeting minutes were amended and approved

Welcome, Introductions and Announcements:

-New members to the KTBA: Marilyn Sanderson with Century 21 Realty and Allard Jansen with The Kensington Partnership

-Speaker: Victor Nguyen - LED vs Incandescent Lights for Holiday Celebration

-Bi-annual Art Around Adams coming up Nov/Dec

-Walk for Peace Sep 22 from 10 a.m. to 2 p.m.

411 Directory online and print

-Distribution volunteers: Amos Kober, Steve May

-Information and forms available for those who would like a feature at www.411Kensington.com

College Area Business District

-Sent KTBA's 411 Directories to CABD's office. CABD replied with a Thank You letter and requested to have a similar directory made for their area.

Newsracks

-Made contact with April Cheseboro about the newsrack issue. Waiting to hear from the community officer for the area of Kensington.

-Discussion of creating a corral to house various publications in front of Starbucks and SD Coffee Tea & Spice. Need to contact Don Moore of UT to discuss costs for modular unit. Bike rack in front of Starbucks to be relocated.

Trees

-Ongoing discussion of replacing current ornamental pear trees along Adams Ave in Kensington. Susan Hull voiced that approval of current trees. Need to take a poll/vote to decide what action to take. Billmeyer presented information on a possible replacement tree, the London Plain Tree. There was concern of this type of tree needing a lot of water and may not survive in the area.

- Jansen suggested cobblestone with dirt to contain new trees. Pedestrians can walk on cobblestone so foot traffic is not impeded in any way.

Holiday Event 2007

- 5th annual Holiday Celebration discussion. Mentioned possible location change from Plaza Kensington to the Kensington Community Park with use of the 50'-60' tree on the corner of Adams and Marlborough. Event to include: decorations of park trees, kids' crafts, food, Santa and Mayor Jerry Sanders to help with the lighting of the tree.
- LED vs Incandescent report provided by Victor Nguyen. A general comparative overview of utilizing LED/Incandescent lights for the bigger tree in the park. Nguyen explained basic definitions, reviewed benefits and disadvantages and spoke about cost differences. Report available at the KTBA office.
- Allard Jansen mentioned to remind local business owners to string simple lights during the holiday season to create a united village feel for Kensington. Jansen also encouraged Starbucks to have their holiday event on the same evening to create a bigger buzz.
- Location discussion of event indicated that Plaza Kensington is limited in space whereas the Kensington Community Park has better visibility and therefore attract more visitors. There was a noise concern with the use of generators to power the event and for the month of December. Request to have volunteers control crowds was made.

All Board Member Luncheon and Community Leader Appreciation

- To be held on Oct 20 at the Kensington Community Church auditorium.
- Aim of luncheon is to encourage all community associations board members to come together and share ideas and recognize the different projects they are doing for the community. Invitations and nomination forms will be mailed out soon. Board members of each group to nominate an outstanding member of their association to be recognized.

Kensington CHAIRS Project

- Metal plates to be affixed to outdoor chairs throughout neighborhood and at local restaurants i.e. Ponce's, SD Coffee, Kensington Grill, etc. Plates to resemble the new Kensington Sign that will replace the current sign on Adams between Marlborough and the 15 freeway.

Other business:

- New trash cans/bins on Adams Ave to display same metal plates from Ken Chair Project.
- There was mention of the bus stops in Kensington lacking shelter for those waiting to use that service.

Kensington Terrace

- Improved landscaping in Starbucks outdoor seating area with new plants and drop irrigation. Roofing, painting, upgrades have been done to freshen up look of the plaza. (Note: Signage for Ken Salon, NYLA and Peevey's has a new look.)

Allard Jansen Project report, provided by Allard Jansen,

- Location on North side of Adams Ave from Marlborough (across from Kensington Terrace) to Edgware. Gas station and the various homes to be taken out. New residential/business structure to be erected with underground parking. Project to be similar to that of Del Mar's downtown village district. Jansen provided renderings, drawings and other visuals in regards to the project.

Meeting adjourned at 8:00 p.m.

001395

Minutes submitted by Victor Nguyen

001597



June 17, 2007

6 p.m.
Sleep Matters

AGENDA

Kensington Talmadge
Business Association
4183 Adams Avenue
San Diego, CA 92116
619-269-9322

Welcome and Introduction of Officers:

Chance Billmeyer - President
Guy Hanford - Vice President
Leilani Lopez - Treasurer
Tracy Raz - Secretary

Introduction of Guests:

Question and Answer for Guests:

MEMBER Portion of Meeting - Voting

KTBA Business (3 to 9 min presentations):

OLD Business:

- 1) Approval of Minutes - ACTION
- 2) Update on Membership - New Members - Membership Renewal - INFORMATION
- 3) 411Kensington.com and Print Directory - INFORMATION
- 4) Holiday Event - INFORMATION
Location Change
- 5) Update on Allard Jansen Project - ~~INFORMATION~~ *Action Item*
- 6) Traffic Calming - INFORMATION
- 7) TREES - MAD Update - INFORMATION
- 8) Newsrack - INFORMATION
- 9) Information on Kensington Terrace

NEW Business:

ADJOURN: 8:00 p.m.

Closing

Chance Billmeyer
ZEN BodyMIND Sanctuary & Studio
SANSARA Design
President

Guy Hanford
Kensington Video
Vice President

Leilani Lopez
Clip Art Salon
Treasurer

Tracey Raz
Raz & Majette Designs
Secretary

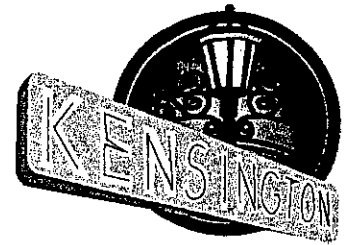
001398

Raz + Majette Designs
Tracey Raz – Secretary

KTBA Meeting Minutes from June 17th, 2007:

- **Meeting time 6:30pm.**
- **Location, Sleep Matters**
- Board members in attendance: Chance Billmeyer, Guy Hanford, Tracey Raz
- **KTBA Business (3-9 min presentation):**
 - Old Business
 - Guest introduction- Kate of Kensington Grill
 - Update on membership:
 - 32 members.
 - 411 Kensington Website and Directory
 - 800-1000 hits per month.
 - Kensington/Talmadge Planning Committee information added to website
 - Health Fair
 - Scripps Mercy Hospital, REX Downing & ZEN are sponsors.
 - Update on Allard Jansen Project
 - Presented proposed design. Now in redesign, have resubmitted to city. Widening existing alley in back and Marlborough Drive. Will install trees and decorative posts on Marlborough to designate transition from commercial to residential area.
 - Action item- Motion to approve height deviation of 8' - building to same level across building with penthouse terraces.
 - Traffic Calming
 - Allard has already done traffic studies related to his project. Conclusion to install another light at Kensington Drive intersection. Discussed pedestrian light as an alternative option.
 - Tree update
 - Looking at replacing existing trees with other species i.e. London Plane Tree. Working in conjunction with Allard Jansen on species, grills etc. and will present options at next meeting.
 - Newsrack Corral
 - Toni Atkins was at last Kensington/Talmadge Planning Committee meeting. Code enforcement to remove or correct problematic newsracks. Would like to have one Newsrack Corral.
- **Adjorned: 8:00pm**

001399



April 12, 2007

6 p.m.
Sleep Matters

AGENDA

Kensington Talmadge
Business Association
4183 Adams Avenue
San Diego, CA 92116
619-269-9322

Welcome and Introduction of Officers:

Chance Billmeyer - President
Guy Hanford - Vice President
Leilani Lopez - Treasurer
Tracy Raz - Secretary

Introduction of Guests:

Question and Answer for Guests:

MEMBER Portion of Meeting - Voting

KTBA Business:

OLD Business:

- 1) Approval of Minutes - ACTION
- 2) Update on Membership - New Members - Membership Renewal - INFORMATION
- 3) 411Kensington.com and Print Directory - INFORMATION
- 4) Budget - ACTION
 - Membership
 - Health Fair
 - 411Kensington.com web page - we need your corrections
 - 411Kensington Directory update - we need your help in distributing
 - ARt Around Adams
 - Christmas Event
- 4) Update on AABA Petition - INFORMATION
- 5) Update on Allard Jansen Project - INFORMATION - *Action Item Next Mtg*
- 6) Traffic Calming - INFORMATION
- 7) Kensington Library - INFORMATION
- 8) TREES - KMAD Update - INFORMATION
- 9) Newsrack Corral - INFORMATION

NEW Business:

- 1) Code Violations

Chance Billmeyer
ZEN BodyMIND Sanctuary & Studio
SANSARA Design
President

Guy Hanford
Kensington Video
Vice President

Leilani Lopez
Clip Art Salon
Treasurer

Tracey Raz
Raz & Majette Designs
Secretary

KTBA Meeting Minutes from April, 12th, 2007:

- **Meeting time 6:00pm. Meeting commenced 6:24pm.**
- **Location, Sleep Matters**
- Board members in attendance: Chance Billmeyer, Guy Hanford, Tracey Raz
- **KTBA Business:**
 - Mailed and emailed meeting minutes – All in favor of amendments made to KTBA guidelines
 - Update on membership:
 - 2 new members, Autism Institute, Camile of K Travel
 - Membership renewals May 16th, \$50. Business will be listed in Annual directory.
 - 411 Kensington Website and Directory
 - 11 Signed up, 6 larger ads available– Due May 16th, need more to sign up.
 - We need your corrections
 - Website gets about 4,000 hits per month
 - Need help distributing directories.
 - Budget Report
 - Initiated KTBA budget, now \$1,500
 - Membership - \$1,000
 - Health Fair - \$2,000. Will be Kensington Talmadge Healthfair. Scripps Mercy Healthcare is on board - their participation will add 400-800 people per day. Banners at children's playground.
 - 411 Kensington.com web page - \$1,700; Kensington Talmadge Planning Committee gave \$400 to add their organization with agendas and minutes on website.
 - 411 Kensington Directory update - Trying to double # of copies. Raise money to pay someone to distribute.
 - ART around Adams – June 2, December 1st
 - Christmas event– \$5,000; December 1st, same date as Art around Adams. Look into closing down Edgeware road, carolers, santa- everyone bring own cameras and will ask for donation. Asking for food donation – minimal amount. Maybe have booths with holiday crafts. Working with Ron Robert office to purchase sound and lighting equipment - \$5,000 system.
 - Budget Approval – All in favor

001401

- Update on AABA Petition
 - Passed with overwhelming response, 80%. Going through approval process.
- Update on Allard Jansen Project
 - Closed escrow on 2 blocks. Go to website for project updates and to download images. Also to see calendar for Kensington/Talmadge Planning Committee.
- Kensington Library
 - Well attended. Majority would like to see maximum green space preserved. Build underground, smaller footprint.
 - No funding, 7th on list to be addressed.
- Traffic Calming
 - Working in conjunction with AJ project.
 - Can email Chance with items.
- Tree update
 - Businesses of Kensington responsible for trees.
 - Maintenance assessment district maintain them.
 - Tree trimming – public safety
 - Jim Schneider supposed to provide documentation of history of AABA maintenance to see how best to fix irrigation system.
- Newsrack Ordinance
 - Newsracks in Kensington
 - Passed an ordinance downtown and Gaslamp district. Interested because there is a proliferation of stands in this area. Will help decrease amount of stands.
- Closing 8:00pm

001402



February 8, 2007

6 p.m.
Sleep Matters

AGENDA

Kensington Talmadge
Business Association

4183 Adams Avenue
San Diego, CA 92116
619-269-9322

Welcome and Introduction of Officers:

Chance Billmeyer - President
Guy Hanford - Vice President
Leilani Lopez - Treasurer
Tracy Raz - Secretary

Introduction of Guests:

Question and Answer for Guests:

MEMBER Portion of Meeting - Voting

KTBA Business:

OLD Business:

Approval of Minutes
Update on Membership - New Member - The Cook Book Store - Membership Renewal is JUNE
Membership Window Stickers

Budget Report

Membership
Health Fair
411Kensington.com web page - we need your corrections
411Kensington Directory update - we need your help in distributing
ARt Around Adams
Christmas Event

Update on AABA Petition
Update on Gas Station Project

NEW Business:

Code Violations
Traffic Calming
Kensington Library
New TREES
Newsrack Corral

Closing

Chance Billmeyer
ZEN BodyMIND Sanctuary & Studio
SANSARA Design
President

Guy Hanford
Kensington Video
Vice President

Leilani Lopez
Clip Art Salon
Treasurer

Tracey Raz
Raz & Majette Designs
Secretary

KTBA Meeting Minutes from February 8th, 2007:

- **Meeting started at 6:00pm**
- In attendance: Chance, Leilani, Guy, Susan Hull, Erica Martinez, Amos, and Douglas
- **KTBA Business:**
 - **Old Business**
 - Approval of minutes: to be done at next meeting
 - Update on membership: new member, Barbara Glick. (The Cook Book Store)
 - Membership renewal is JUNE
 - Now 38 members in KTBA
 - Membership window stickers are done and will be mailed to those not in attendance at meeting
 - Budget Report
 - \$884 net account for the year; 2007 budget to be reviewed by board and presented at the next meeting
 - Membership
 - Health Fair
 - 411Kensington.com web page – we need your corrections
 - Since 10/06 – 399 visits to website
 - Considering combining KTBA website with KTPC's site
 - 411Kensington Directory Update -- we need help distributing
 - will ask M. Tristany to use his distribution
 - 5/16/07 is ad deadline with the 411 Directory
 - Art Around Adams
 - Christmas Event
 - Update on AABA Petition
 - KTBA has obtained enough petitions to send out ballot. Ballot to be sent out in February.

001404 • Update on Gas Station Project

- Allard is working with a Kensington Resident to purchase the property just East of station – new project will be on both properties

○ New Business

- Code Violations
 - Reported by KTBA to the city
- Traffic Calming – Proposal to be worked into a combined proposal with the Kensington Terrace.
 - Pedestrian crosswalks on Adams at Kensington Dr. and Edgeware Rd.
 - Change direction of road behind library to feed onto Marlborough and use traffic signal
- Kensington Library – information item
 - See proposed diagram for subterranean library
- TREES and Irrigation Repair
 - Issues with size, maintenance, and health of trees on main drag
 - Looking to Finance by grants and public donations
 - **Motion:** to create committee to take on and improve the tree issue
 - **Motion carried**
- Newsrack Ordinance
 - Newsracks in Kensington
 - Provide Publications with the opportunity to participate in a corral system. set up 2 main corrals instead of individual racks
 - **Motion:** Guy motions that KTBA support controlling location and number of news racks (Douglas seconds motion)
 - **Motion carried**

• Closing

001405



November 16, 2006

6 p.m.

DJ's Home Garden & gift

AGENDA

Kensington Talmadge

Business Association

4183 Adams Avenue

San Diego, CA 92116

619-269-9322

Welcome and Introduction of Officers:

Chance Billmeyer - President

Guy Hanford - Vice President

Leilani Lopez - Treasurer

Tracy Raz - Secretary

Introduction of Guests:

Question and Answer for Guests:

MEMBER Portion of Meeting - Voting

KTBA Business:

Update on Membership

411Kensington.com web page - we need your corrections

411Kensington Directory update - we need your help in distributing

Update on AABA Petition

Update on Gas Station Project

Art Around Adams

Holiday Celebration - Mayor Sanders is set to come - please invite your friends and family

Update on STREET "T"

Closing

Chance Billmeyer
ZEN BodyMIND Sanctuary & Studio
SANSARA Design
President

Guy Hanford
Kensington Video
Vice President

Leilani Lopez
Clip Art Salon
Treasurer

Tracey Raz
Raz & Majette Designs
Secretary

KTBA Meeting Minutes from November 16th, 2006:

- **Meeting started at 6:13pm**
- New businesses to welcome into the neighborhood and KTBA
- Introduction: Chance Billmeyer, Guy Hanford, Tracey Raz, and Leilani Lopez (Clip Art Salon)
- DJ's Home Garden & Gift
- Membership: 37 members (5 new members)
 - Growing membership gives us a larger voice in dealing with the city
- **Upgrade the Street:** white T's to designate parking spaces. Will also help with the traffic flow (help to slow it down). Eventually will address the crosswalks.
 - Need to present parking T's to Kensington/Talmadge planning committee (2nd Wednesday of the month at 6:30pm)
- **Website:** please visit and make sure your information is correct.
- **411 Kensington guide and directory:**
 - They are out (distribution phase)
 - Businesses along Adams Ave. will have guides
 - Need people to distribute in residential area by Dec. 1st (before Art around Adams event)
- **Update on AABA Petition:** ballot distributed so KTBA can become part of the Adams Ave Business Association. Meredith at city is the contact.
 - Need 20% of the 165 businesses to pass ballot
- **Art Around Adams Avenue:**
 - Saturday, December 2nd 4:00-10:00pm (4-6 hours)
 - 'Eveoke' dance group will perform
 - 7th event
 - Need additional \$375 to run a trolley from Kensington end down Adams heading West

- **Motion:** that \$400 of KTBA funds be used towards “Art around Adams”
- **Motion approved, all in favor**
- **Gas Station Project:**
 - Height will stay at 50’ and go down to 30’
 - If it passes, then will impose 30’-0” limit on building height
- **Movie Screening: “The Secret”**
 - At the Ken Theatre, Saturday Dec. 2nd @ 10am (kick-off to Art around Adams)
- **Kensington Celebration – 4th Annual Holiday Event:**
 - Need Santa chair/throne
 - Mayor Jerry Sanders will light the Christmas tree
 - All KTBA board members need to be present, and as many KTBA members who can be present should come
 - 19’-0” Noble Fir tree (live)
 - All businesses to show unity of spirit by putting white lights on buildings
- **Coming up in ‘07**
 - Next October organizing a dinner for all the organizations at the Kensington Church
 - KT building committee
 - KTBA
- **Meeting adjourned at 7:25pm**

001403

001409



June 20, 2006

6 p.m.

Edward Jones Investments

Kensington Talmadge

Business Association

4183 Adams Avenue

San Diego, CA 92116

619-269-9322

AGENDA

Welcome and Introduction of Officers:

Chance Billmeyer - President

Guy Hanford - Vice President

Leilani Lopez - Treasurer

Tracy Raz - Secretary

College Area Business Assn

Introduction of Guests:

Question and Answer for Guests:

MEMBER Portion of Meeting - Voting

KTBA Business:

Update on Membership

411Kensington.com web page update

411Kensington Directory update

Update and distribution of AABA Petition

Update on Gas Station Project



New Business

Mike Koonce - KTPC - Signage Project

Tree Bases - Plantings

Business District Design Guidelines

Closing

Tracy Borkum - Urban Kitchen - Kensington Grill *Mike*
Douglas Atwater - *Punches Answer Home Renewal*
Dr. Leo Meltvedt - Kensington Chiropractic
Susan Hull - Ladybug Art
Walid Kasawadish - Clem's Bottle House
Guy Hanford - Kensington Video
Brian Rohowitz - Center for Wellness
Brian Borchderding - Kensington Floral
Mike Tristany - Tristany Real Estate
Steve Hare - Hare & Associates - Landscape
Kurt Eakin - Edward Jones Investments
Dr. Ralph Gagliardi, D.D.S.
Tracy Raz - Raz & Majette Design - Interiors
Rex Downing - Rex Downing Real Estate
Chance Billmeyer - Sansara Design - Graphic Design - Branding
Chance Billmeyer - ZEN Sanctuary, Massage, Acupuncture, Skincare
Dr. Lynn March, D.D.S.
Ponce Meza, Ponce's Mexican Restaurant
Lance Owen - Plaza Kensington
Beryl Ann Byrd - Just Fabulous *RE*
Keith Nelson - Century 21 Horizon
George A. Glenn - Attorney at Law
Tina Schimke - Clipart Salon
Deborah Boswell - Zensational

Peave's Teacher - Guy
NYLA -

Chance Billmeyer
ZEN BodyMND Sanctuary & Studio
SANSARA Design
President

Guy Hanford
Kensington Video
Vice President

Leilani Lopez
Clip Art Salon
Treasurer

Tracy Raz
Raz & Majette Designs
Secretary

KTBA – Meeting Tuesday, June 20th, 2006 @ 6:00 p.m.

Location: Edward Jones Investments, 4134 Adams Ave. #104

1. Chance Billmeyer – Welcome and Introduction of KTBA Officers.
2. Introduction of new guests – Christine (Blue Ocean Realty) & Richie Adlermen (Sweeny Marketing)
3. KTBA – Promote businesses in Kensington and open communication with other local groups.
4. Update on Membership
5. Kensington Directory & Web Site - Status. Need 4 more commitments to move forward. Once we move ahead will provide proofs of directory for review. Last deadline to print July 31st.
6. Update and distribution of AABA Petition – Benefits: Speeds up approval process and lowers city fees i.e. on signage. Have city contacts already established. 120 petitions will be distributed. Handed out copies those present to sign and return upon review.
7. Update on Gas Station – KTBA last meeting voted to approve the Allard building. Alternate contender is Circle K.
8. New Business – Approached by Mike Koonce (KTPA) @ city regarding refurbishing sign. Reviewed sign design, repaint, new neon, earthquake retrofitting, stone pillars. Will have feedback forum and other sign businesses will submit alternate designs.
9. Tree Bases- plantings
10. Business district Guidelines- Presented College business district guideline as idea to consider for Kensington business district. Will email copies or link to members. Item to consider for presentation to Planning Committee.
11. New Business – Guy Hanford - 'Taste of Adams Ave.'
12. Networking – Alternate ideas to increase membership. Make meetings less political and more social? Create mixers and opportunities for people to market themselves and their services. Also discussed outreach possibilities.

Meeting adjourned 7:30 p.m.

001411



May 9, 2006

6 p.m.

Dr. Brian Rohowits

Kensington Talmadge

Business Association

4183 Adams Avenue

San Diego, CA 92116

619-269-9322

AGENDA

Welcome and Introduction of Officers:

Chance Billmeyer - President

Guy Hanford - Vice President

Leilani Lopez - Treasurer

Tracy Raz - Secretary

Introduction of Guests:

Question and Answer for Guests:

MEMBER Portion of Meeting - Voting

KTBA Business:

Update on Membership

411Kensington.com web page proposal and budget

411Kensington Directory proposal and budget

Update and distribution of AABA Petition

Update on Gas Station Project

Closing

Chance Billmeyer
ZEN BodyMIND Sanctuary & Studio
SANSARA Design
President

Guy Hanford
Kensington Video
Vice President

Leilani Lopez
Clip Art Salon
Treasurer

Tracey Raz
Raz & Majette Designs
Secretary

001412

KTBA – Meeting Tuesday, May 9th, 2006 6:00 p.m.

Location: Office of Dr. Brian Rohowits

Refreshments provided by Dr. Brian Rohowits

6:20 Meeting Called to Order by Chance Billmeyer

Welcome and Introduction of Officers by Chance Billmeyer

Chance Billmeyer – President
Guy Hanford – Vice President
Leilani Lopez- Treasurer (not in attendance)
Tracy Raz – Secretary (not in attendance)

Introduction of Members: by Chance Billmeyer

Rex Downing – Rex Downing Real Estate
Dr. Lynne March – Dental Office
Lois Wise – A Wise Design
Ponce Meza, Jr. – Ponce's Restaurant
Lee Homer – Kensington Properties, Inc.
Mike Tristany – Tristany Group, Inc.
Kurt Eakin- Edward Jones Investments
Susan Hall – Ladybug Art
Lance Owen – Plaza Kensington
Dr. Brian Rohowits – Kensington Wellness Center

Question and Answer for Guests:

Question and answer session for guests was specific to the KTBA Business as presented during the meeting.

MEMBER Portion of Meeting – Voting

See: Update on Gas Station Project

KTBA Business:

Update on Membership

Chance Billmeyer reported that there are 133 businesses in Kensington as per information provided by Meredith Dibden-Brown, Office of Small Business. 80 of these business owners have been personally contacted by the KTBA regarding membership. 78 invoices were sent out to Kensington businesses and 16 have responded as of the date of this meeting. All of this information is being put into a computer for better communication.

411Kensington.com web page proposal and budget

The best price for the web page was from George Glenn Parker. He has designed many web pages, including the Kensington Grill. The typical cost would be \$7,000, but his charge would be \$6,000. The web page could be financed by a one-time charge of \$150 to 24 businesses and \$324 to 12 businesses. Each new member joining would pay this one time fee, otherwise membership dues will handle the yearly maintenance of the site. This would provide an e-mail link to the participating businesses as well as a link to their website. The \$324 listing would include a business spotlight for a chosen month where that business is featured on the home page. More specific information was made available on a handout.

411 Kensington Directory proposal and budget

The directory would be a high-quality yearly publication in a 1/2 magazine issue size. It is proposed that there would be 40 pages in the magazine consisting of 16 color pages and 24 black and white. It would be designed as an attractive coffee table magazine with listings of participating businesses and specific coupons or offers for these business located in the back pages of the magazine. The magazine would reflect the feel of Kensington and give the reader a visual tour of the Kensington area. Printing is more expensive than a website. The lowest bid is \$9,226 for a yearly publication. A rate card was distributed to all business members present. Ads range in price from \$200 for a 1/4 page black and white business card ad and line listing, \$284 for a 1/2 page black and white ad and line listing, or \$368 full page black and white ad with line listing and coupon, to \$412 for a full page four color bleed with line listing and coupon. It is proposed to print 15,000 copies of the magazine 6,000 being hand-distributed in the 92116 area, 2,000-3,000 available to coffee houses, restaurants, other BID's and real estate offices in neighboring communities, and 6,000 for the advertisers.

Update and distribution of AABA Petition.

The AABA petition has been written and given to key people for approval and feedback prior to distribution to the membership. Jim Schneider, AABA Director has given his approval to the wording of the petition. Mike Majors, President of the AABA Board of Directors, has also given approval to the petition. We are awaiting some revisions by Meredith Dibden-Brown, Office of Small Business. After this final approval of the contents of the petition, the KTBA will present the petition to all Kensington businesses for their support. This process does take time and if successful will unite the Kensington and Normal Heights businesses into the Adams Avenue Business Association. The approved petition is planned for presentation to the KTBA membership at our next scheduled meeting.

Update on Gas Station Project

Chance Billmeyer and Guy Hanford gave an update on the gas station project. Some concerns were brought up by the membership regarding the parking situation. In regards to the underground parking garage, many members expressed concern over the design of the entrance and exit. The main concern was the traffic impact on Marlborough Drive from the alley behind the present site. The design currently places the entrance and exit in the same spot where the alley and Marlborough Drive meet. The overall reaction to the project proposal is positive. A motion was made by Rex Downing during the update on the Gas Station Project to give a vote of support from the KTBA. Mike Tristany seconded the motion. During a brief discussion, two members asked for further information on the project before making a vote. It was then decided by the membership to wait until our next meeting to give a vote of confidence for the Allard Jensen proposal concerning the Gas Station Project. Allard Jansen will give more information to the members wishing to be more informed about the project and its design.

Other Business:

The Memorial Day Parade will be on Monday, May 29. The parade will start at Marlborough Drive and Palisades Drive proceeding south down Marlborough Drive to the Kensington Community Church. The KTBA will be marching and any business owners are welcome to march with the KTBA. There will also be a bazaar and book sale on the Kensington Library grounds hosted by the Friends of the Library. All proceeds will, of course, go toward the library.

Closing

The meeting adjourned at 7:45.

KTBA – Meeting Tuesday, April 11th, 2006 @ 6:00 p.m.**Location: Century 21 Horizon, 4134 Adams Ave. #101**

1. Chance Billmeyer – Introduction
KTBA Board members: Marcianne moved, new Vice President is Guy Hanford
2. Evening's agenda
 - Allard Jansen, Architect to talk about gas station conversion
 - Jim Schneider, AABA
3. Membership
4. Kensington directory- own creation or combine with AABA
 - 411 Kensington, four color visitor guide as well as directory. Will include walking tours, history etc., will highlight businesses, coupons.
 - Will be available at hotels, restaurants, Kensington businesses.
5. Web Site - Lifestyle portal "experience some of the community"
 - Our newsletter format
 - Format which is easy to follow
 - Positive response to graphics, concerns raised regarding cost and funding.
6. United front to create changes necessary for Kensington
7. Cohesive business association, group of voices
 - Petitioning program to for KTBA to join with AABA
 - Currently AABA encompasses 35th Street to Texas street if add Kensington additional 125 businesses.
 - Assessment fee \$50-70
8. Next meeting – Will discuss budgetary costs.
9. Jim Schneider – background, AABA.
 - Developing good website and directory
 - Rehang banners to tell more people we're here, this is what we do.
 - Special events- festivals, next year bigger and better
 - Benefits to businesses – How to procure city grants
 - Opportunity to do cooperative advertising
 - Manages maintenance district
 - Improvement programs – help businesses make the change, supply architects
 - Would like AABA to be first place for businesses to stop
 - Attract new businesses to Adams Ave.
 - Offer business services
 - Comment: Need membership package that highlights what you do...achieving this with revamped website, banners etc.
10. Looking at draft of petition by May 1st. Will be approached by Guy and Chance in Kensington (Mike voiced concern that would be issue for Mike and Jim to approach Kensington businesses)

001416

- Will list benefits of AABA
- Require your information
- Anyone who has business in area needs to approve or disapprove petition.

11. Guy Hanford – Board member of Kensington/Talmadge planning committee
- “Represents businesses not personal opinions”

12. Allard Jansen – Discusses gas station plans

- Did not want another strip mall, storefronts, parking in back
- Considering purchasing gas station property, have till November to close.
- Want community support
- Corner portion zoning allows 50' height limit
- Conducted 2 workshops with community- issues with alley access and parking
- Ideal start date would be Jan. '08. Construction period 15 months
- Tomorrow night Kensington/Talmadge planning group presentation

Action Items

1. 411 Kensington directory and website- Motion as well as second to go forward on budgeting.
2. Kensington ballot – motion 1 for draft of petition for next meeting. Present to general meeting
3. Next meeting: Tuesday, May 9th, 6-7 p.m.

Meeting adjourned 8:30 p.m.

Cherry Pixel Productions 7

5085 Coloma Ct. SE
Salem, OR 97306
(503)391-4801

Invoice

DATE	INVOICE #
4/11/2007	188

BILL TO
Kensington Talmadge Business Assoc. co/ Chance Billmeyer 4183 Adams Avenue San Diego, CA 92116

P.O. NO.	TERMS	PROJECT
	Due on receipt	

ITEM	QUANTITY	DESCRIPTION	RATE	AMOUNT
Web Dev	5.5	04-11-07 - Global edits to 411Kensington.com site, edits to pages, titles, graphics, new page, upload, test	40.00	220.00
Web Dev	0.5	04-13-07 - added KTBA pages as requested	40.00	20.00
<i>Addition of Ken Tal Planning Committee Agenda - Minutes Presentations to 411 Kensington site Completed 4/13/07</i>				

Thank you for your business.

Total

\$240.00

001419

From: Matthew Kilman
To: Planning Commission, Fisher, John
Date: Wed, Nov 14, 2007 11:34 PM
Subject: Recommend EIR: "Kensington Terrace" (Project 105244)

Given the size of the project relative to this neighborhood, it is imperative that the City require a full Environmental Impact Report (EIR), to ensure adequate public review and thorough agency analysis of any and all substantial negative impacts.

The current analysis undertaken by the Planning Commission fails to adequately address the cumulative impacts of this large-scale project on the Kensington neighborhood.

-- Matthew Kilman (resident of Kensington at 4320 Alder Drive)

001420

From: Gmfgaucher@aol.com
To: Planning Commission
Date: Wed, Nov 14, 2007 8:15 PM
Subject: Kensington Terrace update

Dear Member of the Planning Commission,

As a resident of Kensington, my family and I are totally opposed to this proposal of building a three stories building in place of the current gas station and the adjacent houses. Our community will lose this homey feeling and the traffic will be much harder.

A three stories building is much too high for our type of community and the parking is going to be difficult, as I understand that if one needs to park he would need to pay to use the parking spaces. We need FREE parking, not parking fees that will help pay for the cost of these building.

We are going to lose this special feeling we have in our Kensington community.

I am voting NO to this proposal.

Sincerely,

Mrs Gaucher

See what's new at AOL.com and Make AOL Your Homepage.

001421

From: Michael Stauffer
To: Planning Commission, Atkins. Councilmember, Peters Public. Scott, Mayor. Office of the, Attorney. City
Date: Wed, Nov 14, 2007 9:39 PM
Subject: Kensington Terrace

The Kensington Terrace project, as proposed, is completely out of character with the community of Kensington and will have a significantly negative impact on the quality of life for the residents, parking and traffic. The fact that a comprehensive EIR was not completed for this project is not only suspect but also raises serious legal questions and will subject the City and developer to litigation. With a project of this magnitude, how could the City not require a comprehensive EIR be completed? This project should not be approved by the Planning Commission, as proposed. I urge you to deny the project.

Mike Stauffer
4547 Copeland Avenue
San Diego, Ca. 92116

760-846-2611

Help yourself to FREE treats served up daily at the Messenger Café. Stop by today!

001422

7

From: Peter Dennehy
To: Fisher, John
Date: Thu, Nov 15, 2007 6:40 AM
Subject: I support the Kensington Terrace Project

I am unable to be at today's meeting - sent letter last week to Planning Commission

I am in support of the Kensington Terrace project going before the Planning Commission today

Please approve project as submitted and allow developer to proceed

I believe it is well designed, allowed by zoning (with a modest deviation) and in keeping with the commercial district

It will replace obsolete and vacant land uses

I understand that growth will bring changes - including traffic - but I am hopeful the developer and community can agree on appropriate mitigation measures

Allard Jansen has an admirable track record in Kensington - I think he will do a great job!

Thanks!

pfd

Peter F. Dennehy

4617 East Talmadge Drive

San Diego, CA 92116

619.563.7889

petrden@cox.net

CC: Planning Commission, Chesebro. April, 'Jan Lezny'

001423

From: Pamela Hubbell
To: Planning Commission
Date: Thu, Nov 15, 2007 12:46 AM
Subject: Document for Nov. 15 Planning Commission Meeting

7

To the Attention of the Recording Secretary:

If it is at all possible, could the attached document be printed in color for distribution to the commission members prior to this morning's meeting, Nov. 15? The document contains photos that will be referenced during my address to the commission.

I apologize for delivering this to you at this late hour; however, we have been attempting to prepare materials for tomorrow's meeting and have not had much time to do so.

If you could reply with your ability or inability to get this distributed, I would greatly appreciate it.

Pam Hubbell
4080 Terrace Court
San Diego, CA 92116
619-972-4862

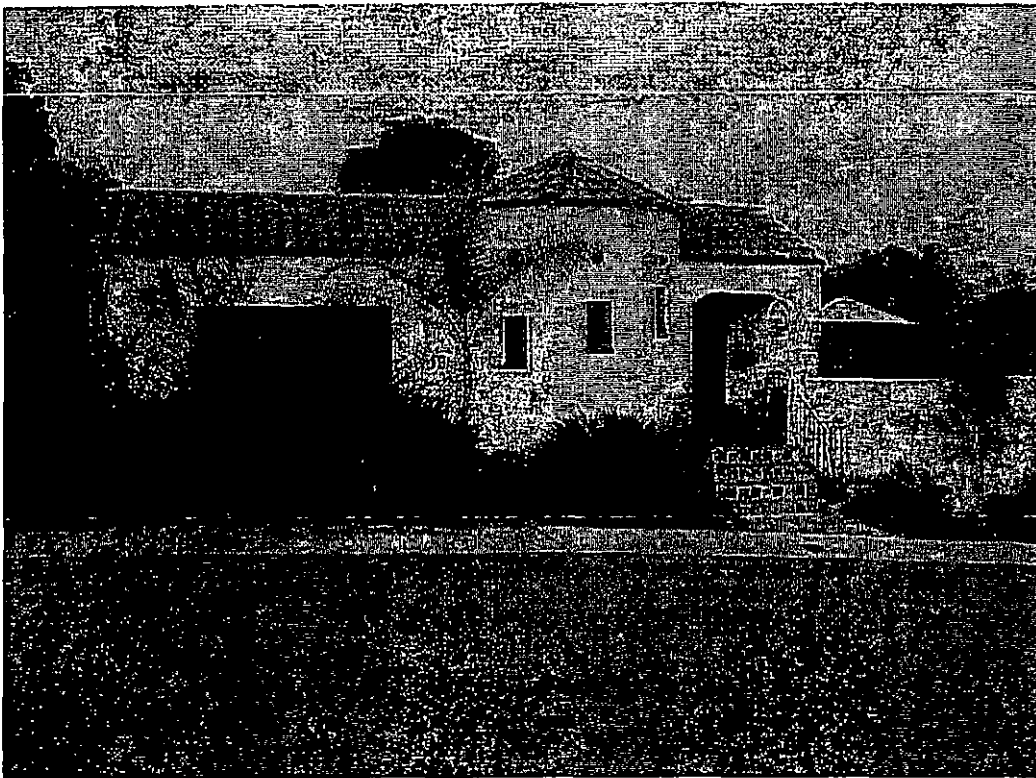
001424

The Historic Value of Kensington

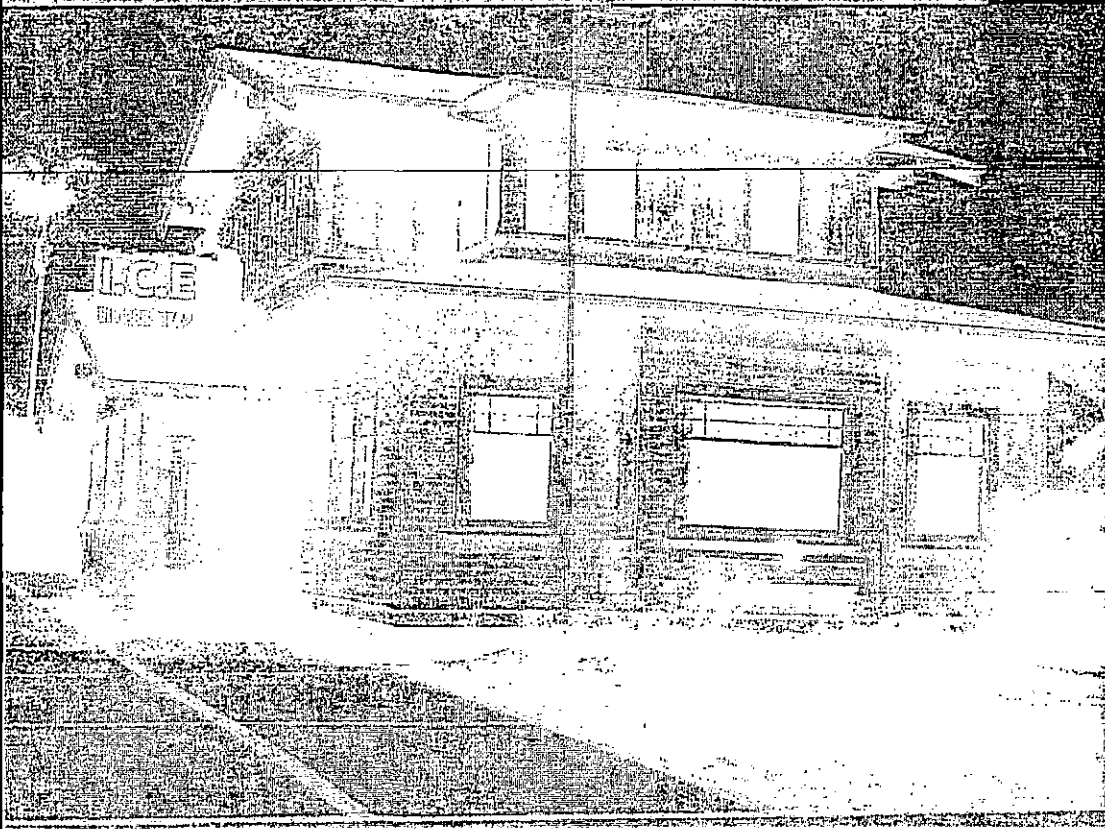


Kensington Terrace Proposed Project

All of These Homes are on the National Register of Historic Homes

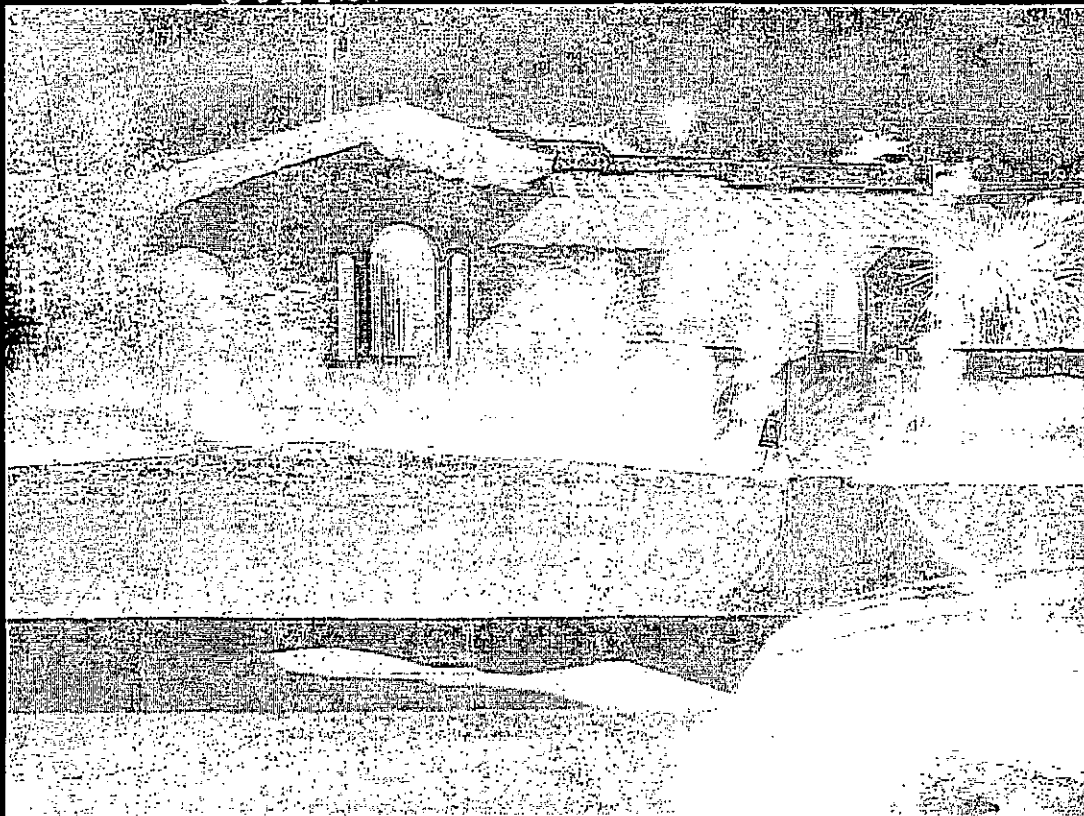


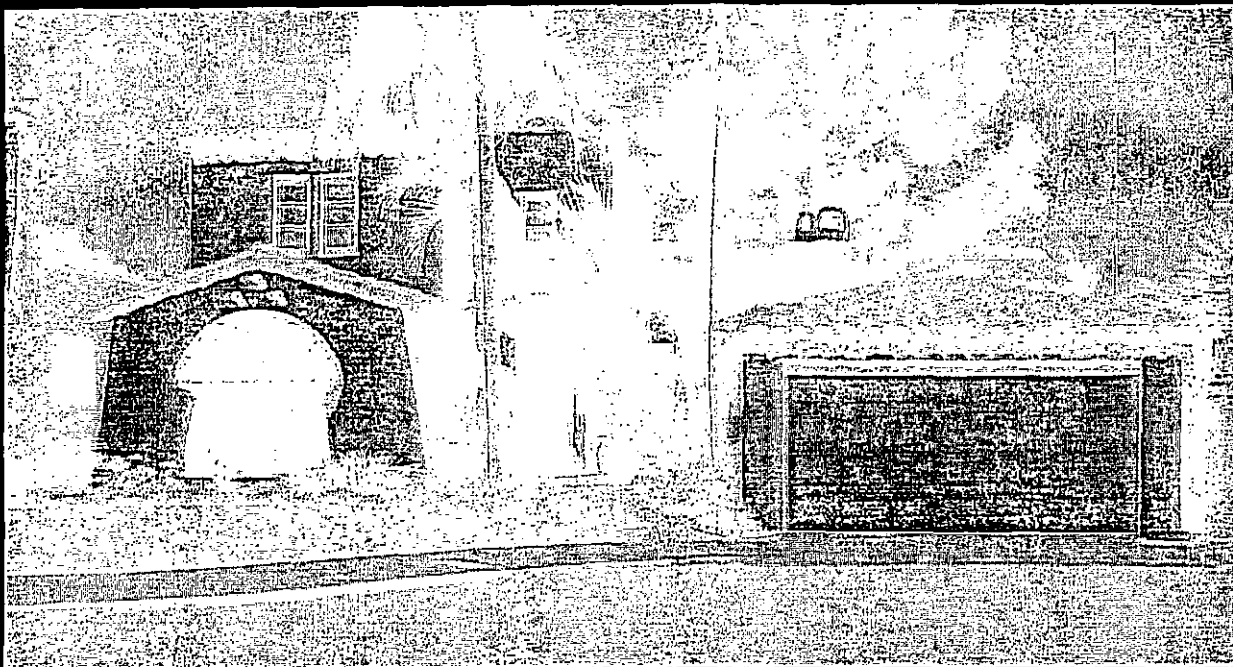
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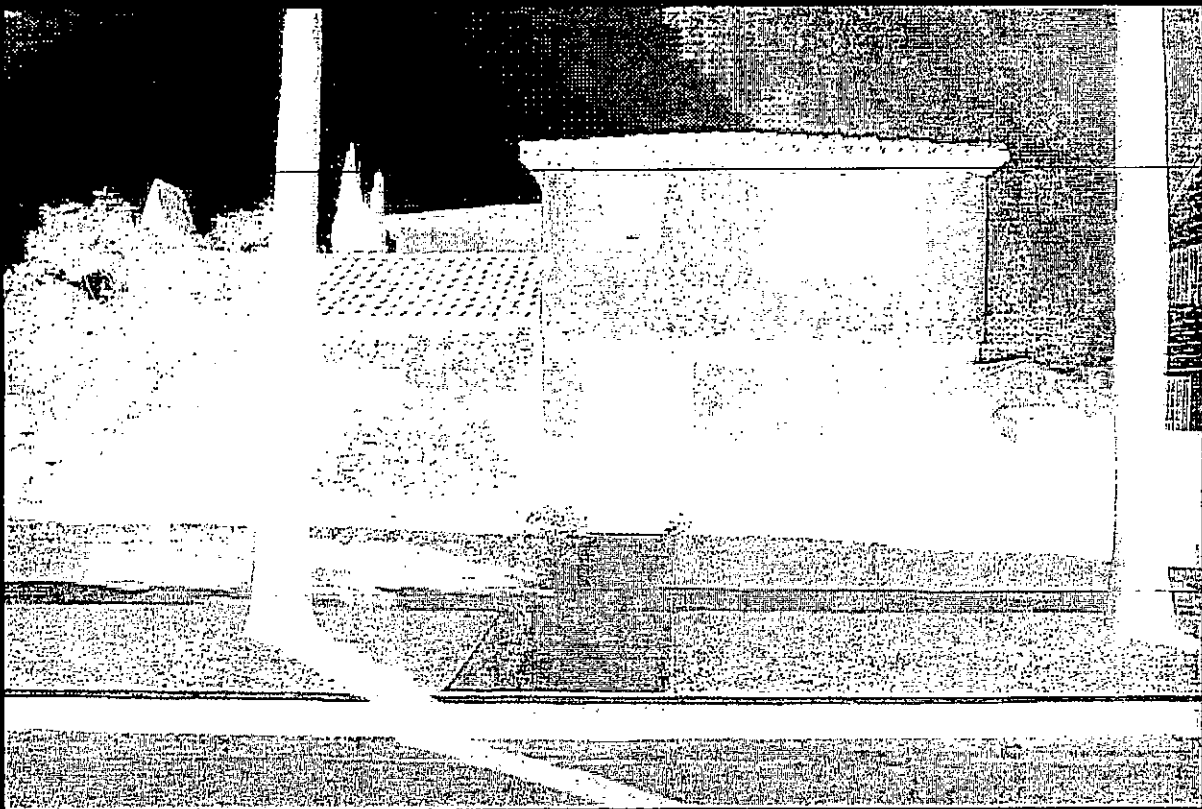
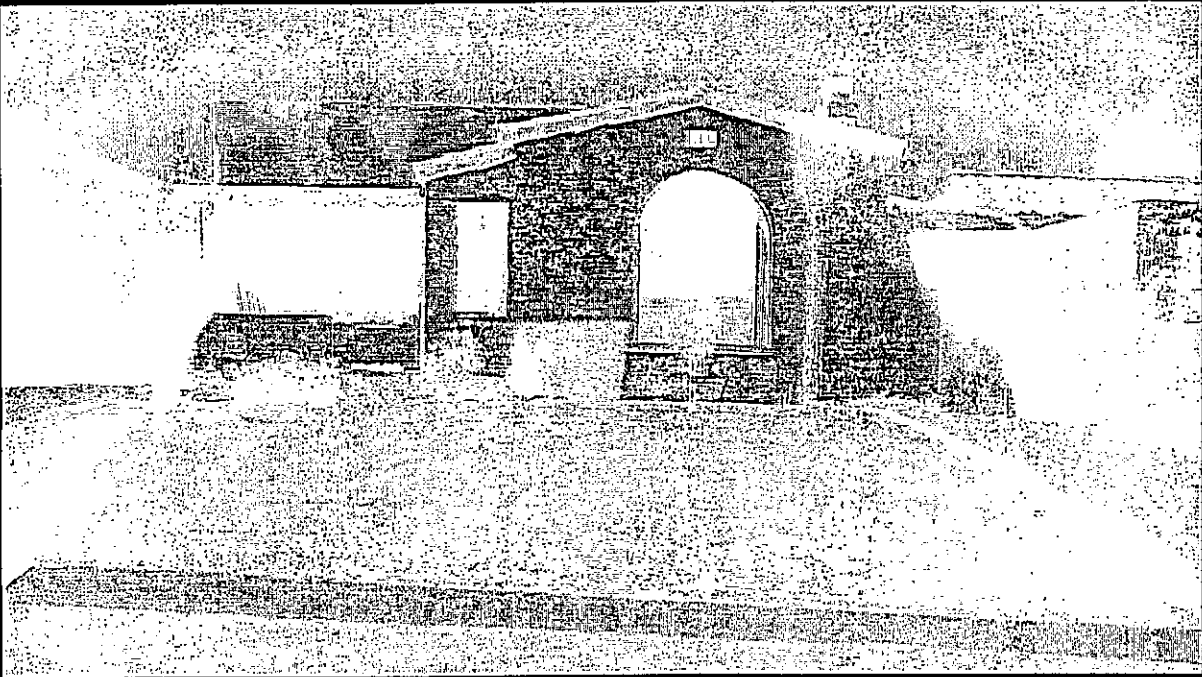


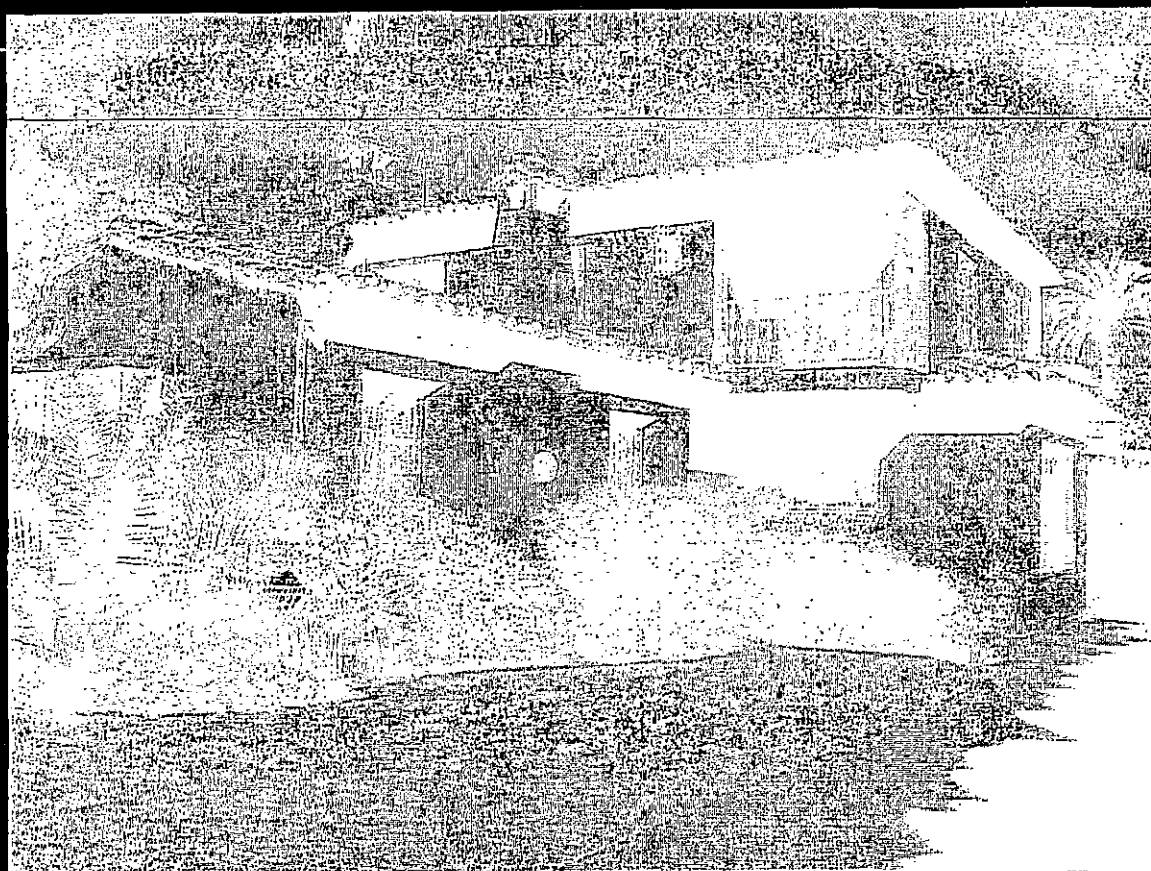
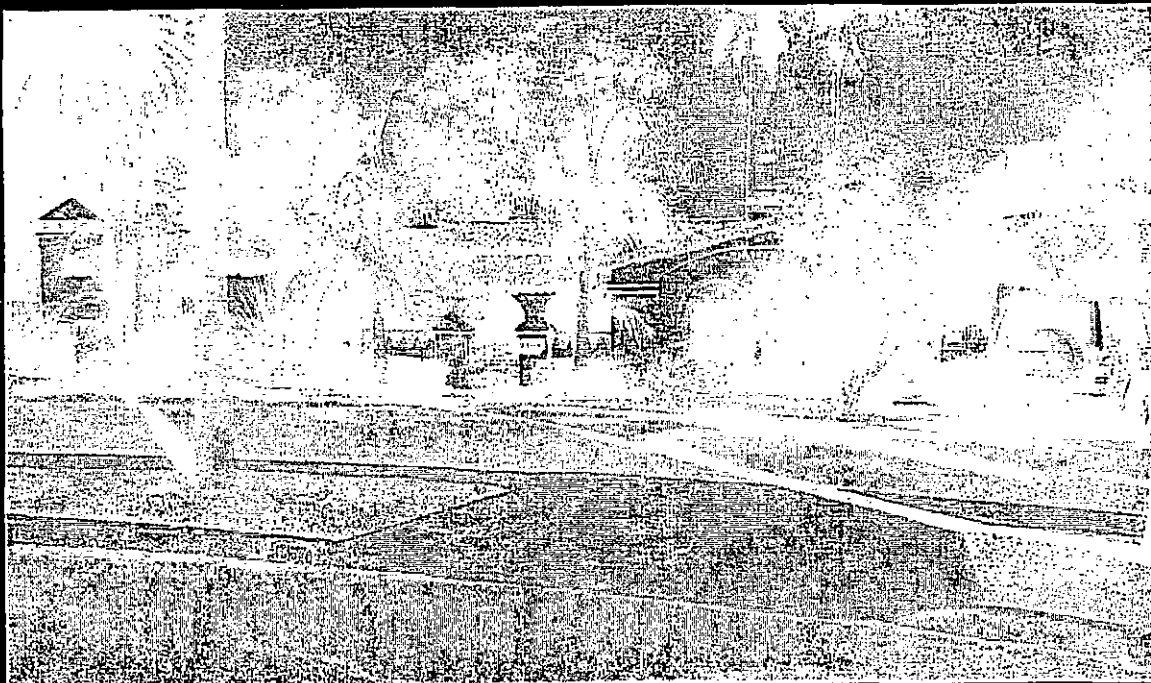


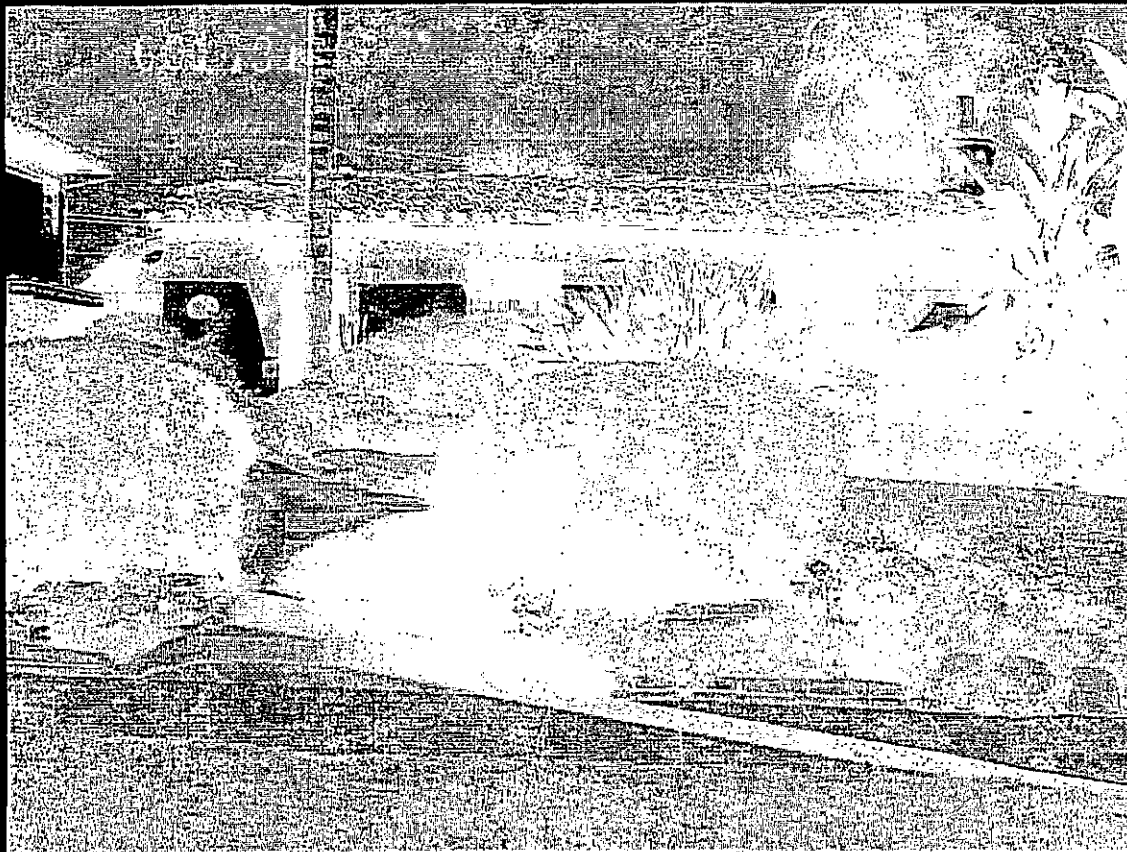
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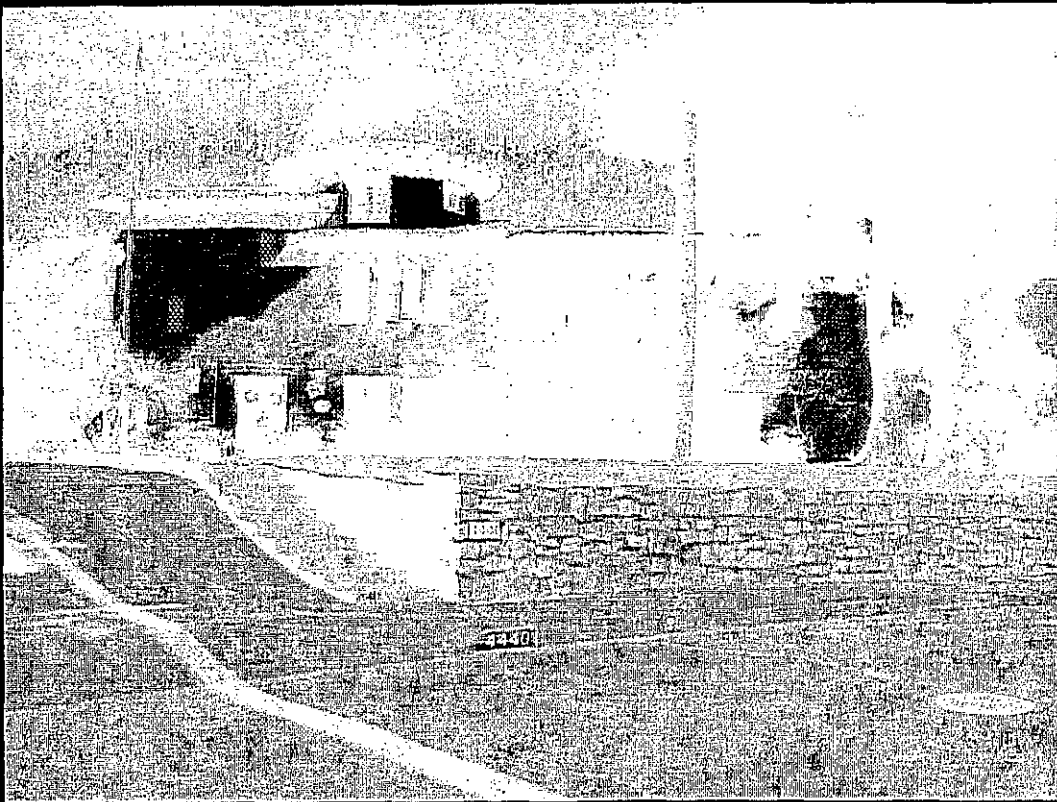




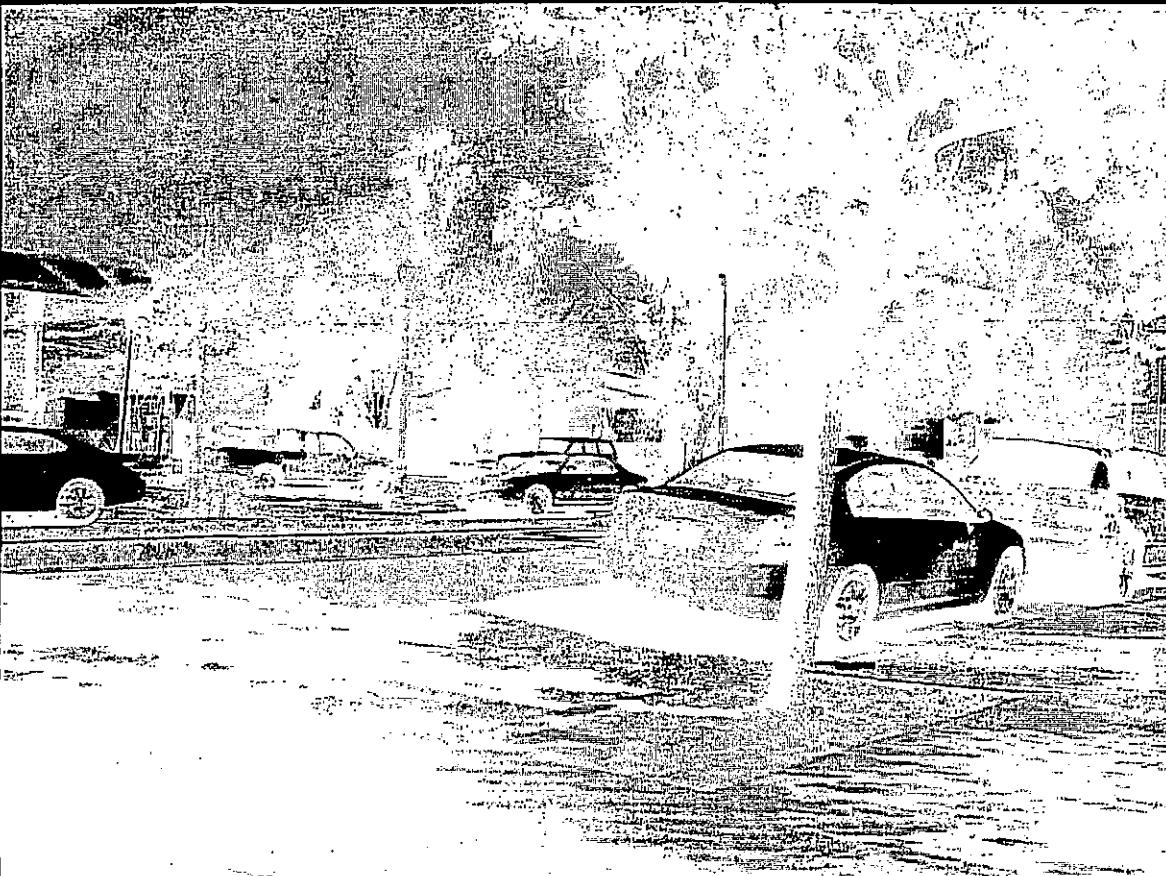








A 37 foot building that covers this entire block would rid view of open space and trees.



001434

The next two photos are the 1 and 2 story buildings that would face the project on Adams.



001435

Kensington does not need and should not bear the burden of a project that is larger and denser than this one.



001437

Donald M. Rosencrantz
5196 Canterbury Drive
San Diego, CA 92116
(619) 563-3915
drosencrantz@cox.net

November 13, 2007

San Diego Planning Commission
1222 First Ave, 4th floor
San Diego, CA 92101

Subject: Kensington Terrace - Project No. 105244

Dear Commissioners,

First of all, with regards to this project, I am neither for OR against it. Rather, I have a number of concerns about the implementation details.

I have studied at length the plans presented by the developer, and four documents prepared by the City of San Diego: the draft Mitigated Negative Declaration 105244 Report, the Planning Commission Report PC-07-140, and Council Policies 600-27 and 900-14.

These concerns are as follows:

1. The Transportation/Circulation section of the Mitigated Negative Declaration 105244 Report discusses requiring the developer to put in a raised median in the Adams Ave roadway for half a block just east of Route 15.

This should NOT be done. At present, large trucks exiting from northbound Route 15 and turning right onto Adams Ave. have trouble negotiating the turn and routinely are crossing over the painted median strip which is marked as "forbidden" by double double lines.

Further evidence of the truckers' difficulties can be seen by the tire marks that are on the curb and sidewalk on the corner of that intersection.

I have illustrated this area in Drawing 1 attached to this letter.

Thus the raised median strip will be a driving safety hazard and be counterproductive. It should be deleted from the Mitigated Negative Declaration 105244 Report.

2. The Mitigated Negative Declaration 105244 Report also requires that the developer restripe Adams Ave. from Route 15 to Aldine Drive.

The restriping is intended to provide three travel lanes. One each for east and west travel with a center two way passing lane. This sort of arrangement is used on Adams Ave in the section WEST of Route 15. This arrangement works quite well in this section.

However, the road width WEST of Route 15 is 56 feet. Adams Ave. is substantially narrower EAST of Route 15, and is only 48 feet wide. This loss of 8 feet in road width requires that the travel lanes be narrower.

I have illustrated this area and discussed it further in Drawing 2 attached to this letter.

These narrower lanes will create a safety hazard and be counter productive. This requirement should be deleted from the Mitigated Negative Declaration 105244 Report.

3. Both the Mitigated Negative Declaration 105244 Report and the Planning Commission Report PC-07-140 discuss the developer's claim that 50% of the project's electrical usage requirements will be generated through the use of photovoltaic solar cells.

I suspect that the developer is claiming that he can do this in order to scam the Planning Commission and City Hall into providing expedited approval service for the project in accordance with Council Policy 900-14.

I would love to be proven wrong about my statement in the previous paragraph, and I challenge the Planning Commission to demand that the developer substantiate his claim BEFORE approving the project.

Certainly, great strides have been made in photovoltaic technology in recent years. However, the cold hard economic facts are that this sort of technology simply is NOT economically competitive with alternate sources of electrical energy.

But regardless of whether it makes economic sense, the developer to my knowledge has presented not one piece of evidence to demonstrate that he can indeed do what he has claimed.

Looking over the developer's plans, he shows several photovoltaic panels in the roof drawing. It is a fairly trivial exercise to calculate the amount of electrical energy these can produce in the San Diego area.

It is a far more sophisticated exercise, however, to try and figure out the electrical usage for this sort of project. Especially since power requirements will vary by tenant as well as during different hours of the day. Regardless, electrical engineers and heating, ventilating, and air conditioning (HVAC) engineers have been making such estimates for years.

When you look at sheet 1 of the developer's drawings, he lists his project team. There are no HVAC or electrical engineers on the team.

The developer has 9 residential units and as of yet an undetermined a number of retail and office tenants, each of which will undoubtedly be metered separately for electrical energy

usage. As a practical matter it is an exceedingly complex problem to figure out just how to apportion the electrical energy produced by the project and deliver it to the tenants along with SDG&E power they will be using simultaneously.

The bottom line of all of this is that I don't believe for a minute that the developer will wind up actually providing the photovoltaic system he is touting. This is because once he gets into the details of what it will actually take to implement it he will throw up his hands in frustration and give up.

4. Page 1 of the developer's plans has a section titled "Building Code Analysis" where he states that the 2001 version of the California Codes for Building, Fire, Mechanical, and Plumbing apply. Curiously, he also says that the 2001 version of the Uniform Electrical Code applies.

He is wrong about the Electrical code. If he had bothered to look at the San Diego Municipal Code, he would have found out that it is the California Electrical Code that he must deal with. Furthermore, in the case of the version, San Diego has adopted the 2004 version NOT 2001.

Last but NOT least, I note the agenda item 6 for the November 15, 2007 Planning Commission meeting is to adopt the use of the 2007 version of all of the California Codes since they will become effective on January 1, 2008.

This is a serious point. The question being, IF this project is indeed approved by the Commission BEFORE January 1, 2008, will the developer be required to use the new codes, or will he be "grandfathered" into meeting the requirements of the older 2001/2004 codes?

5. Both the Mitigated Negative Declaration 105244 Report and the Planning Commission Report PC-07-140 discuss the developer's claim that he will install a "green roof" that will have miraculous benefits. Anything from a life of 50 years without maintenance, great cooling benefits, minimal storm runoff etc.

As I speculated in concern number 3 above I also suspect that the developer is saying that he will use a green roof in order to scam the Planning Commission and City Hall into providing expedited approval service for the project in accordance with Council Policy 900-14.

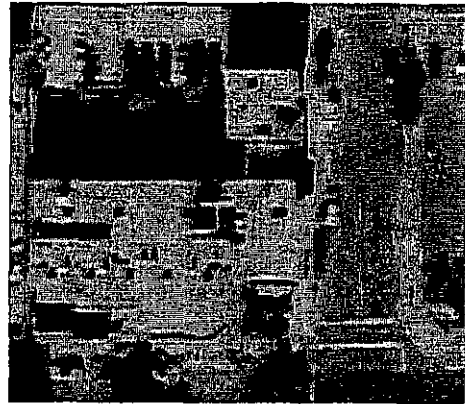
As a practical matter, 900-14 does not require him to install a green roof. But I suspect that he is discussing the possibility so that the Planning Commission will look upon him kindly as an environmentally sensitive soul, and not scrutinize his project very carefully.

As with the photovoltaic electrical generating system discussed in concern 3, the green roof concept has no end of pitfalls once one looks hard at all of the details and problems that will be encountered when it comes to implementing it.

For example each penthouse will probably require at least 8 sewer vents 2 fireplace chimneys, 1 for a water heater and 1 for the furnace. So that is 12 roof penetrations for just these items. There may indeed be more for things like kitchen and bathroom ventilation vents. Thus overall the 6 penthouses will require a total of 72 roof penetrations and probably

more. As a practical matter the estimate of 8 sewer vents per penthouse is probably low as it assumes that 2 and sometimes 3 nearby vents will be ganged together before penetrating the roof.

This project will undoubtedly require substantial air conditioning for the first and second floor retail and office spaces. This will require a number of air conditioner chiller units. None of these are shown anywhere on the project plans. There is no place at ground level allotted for them, and they will most likely have to go on the roof. If you look at the Kensington Park Plaza done by the same developer, there are a number of chiller units mounted on the roof of that project.



The image at the right shows the roof of the Kensington Park Plaza. The dark squares are shadows of HVAC chillers and other support equipment for the project.

If, the developer actually does put the photovoltaic panels on the roof of the Kensington Terrace project they too will also take up space. Furthermore, there will be constant shade underneath the panels. Thus there is a serious question as to what if any plants will grow there?

Furthermore, all of this hardware will require periodic servicing and maintenance.

I understand that "green roofs" are NOT the sort of thing that you can walk on like grass in the park. Therefore paths will have to be provided in order to service the various pieces of equipment that are on the roof.

Last but not least, the plants will require watering, since it routinely doesn't rain in San Diego for nine months out of the year. This will require drip or sprinkler systems which also require maintenance and periodic checking to see if they are working.

6. First of all, I don't expect the drawings for this project at this stage of the game to be fully detailed construction drawings. It would be utterly foolish for any developer to waste the money to do so before getting City approval for the project.

However, having said that the drawings and plans should at least be consistent within themselves. Furthermore, the details that are shown should show that the design is functional and conforms to the common way most end buyers (be they tenants or owners) would utilize the space.

After looking at the plans with a sharp eye, it is clear that the developer fails miserably to accomplish what is described in the previous paragraph.

For example take a look at the attached Drawing 3. It is the floor plan for Penthouse 4.

The Master Bedroom is shown at the upper left hand corner of the drawing. One would expect that this room should be designed so that it can handle a king sized bed with headboard, some sort of bedside consoles and other furniture around the room to suit the taste of the owners. Routinely, people prefer to put the bed headboard up against a solid wall with the bedside consoles to either side. If there is a window above the bed (which is generally not desirable), it should at least be a high window that is above the height of the headboard.

Having said the above, look at this bedroom. What appears to be a window at the top of the drawing will have to be some sort of door. This is because it opens out onto a terrace, and it is the only entrance to that terrace. The left hand corner of the bedroom has a fireplace shoved into the corner and a long tall window next to it. The two remaining walls have either the entrance way to the bedroom or the entrance to the master bath.

Thus here is a spacious grand master bedroom that is 20 X 15 feet in size and no place to put a bed!!!!!!

The "Media" room is equally absurd. One supposes that this is to house a grand 50 inch High Definition Flat Panel TV system along with associated electronics. However, when you look at the detail for the room you find what appears to be a huge window with either a closet or a set of built in cabinets in front of it. No matter what, this is not a place to mount that grand HDTV!!!! The other wall with a large window won't work, and neither will the wall with the patio entrance. The only wall left that could accommodate a large HDTV is the inside wall adjacent to double door entrance to the room. But this would be a cramped location.

Drawing 3 also describes other fundamental defects and stupidities in the design.

Last but not least, it really appears that the smaller bedroom has been outfitted to be a "Granny Flat". It has its own outside entrance, complete toilet facilities, and has no inside entrance to the main living area. Furthermore, it is outfitted with a sink and what appears to be a set of cabinets and space for limited kitchen facilities. Namely, an under the counter refrigerator, a microwave and possibly a hotplate.

I note that the Municipal Code imposes a lot of restrictions on "Granny Flats". See Municipal Code:

Chap 14 Art 01 Div 03. Residential Use Category - Separately Regulated Uses

It strikes me that this sort of thing should be examined carefully by the Planning Commission as to whether it is indeed legal to design new construction in this manner. See §141.0302(d) in the above MC citation.

The above discussion as noted is just about Penthouse 4. If one studies the rest of the Penthouse drawings, other obviously wrong and stupid details abound. For example, the Master bedrooms of units 1 and 2 abut each other and form an inside wall. Note there are two windows in those walls facing each other!!!

7. The various plan views for the project are inconsistent with the elevation and 3 dimensional views shown in the drawings provided by the developer. Drawing 4 attached to this letter illustrates the problem. In order to create Drawing 4, images from several of the developers drawings were combined and aligned so that key features should be aligned vertically on the sheet.

Thus the top of Drawing 4 shows the project roof plan, next is the penthouse floor plan, followed by the south elevation (looking at the project from Adams Ave.), and finally the perspective view, which by its very nature cannot be aligned vertically with the others.

The red lines in the drawing should all go through the same features. It is quite obvious that the plan drawing details for Penthouses 1 and 2 do NOT match what is shown in the elevation and perspective views.

A close examination shows that not only are basic widths of main features inconsistent, but window details don't match as well.

Conclusions

The bottom line of what I have written above is that it appears to me that the City itself has failed to do things properly with regards to street modifications, as I discussed in concerns 1 and 2.

Clearly, the City has blithely accepted what the developer has told them with regards to photovoltaic energy generation and the benefits of a green roof. It would appear that no one has cross examined the developer to see if he really knows what he is talking about. Someone needs to pose the points I have raised in concerns 3, 4, and 5.

As demonstrated in concerns 6 and 7 the developer has submitted a pretty shoddy and inconsistent set of drawings for this project. Thus I seriously question whether the developer is competent to move the work forward?

I recommend that the Planning Commission NOT approve things at this time. There are too many issues that have not been resolved properly and they should be settled before the approval is given.

Donald M. Rosencrantz

Drawing 1



There are tire marks on curb and sidewalk made by large trucks turning right and trying to avoid vehicles in westbound lane of Adams.

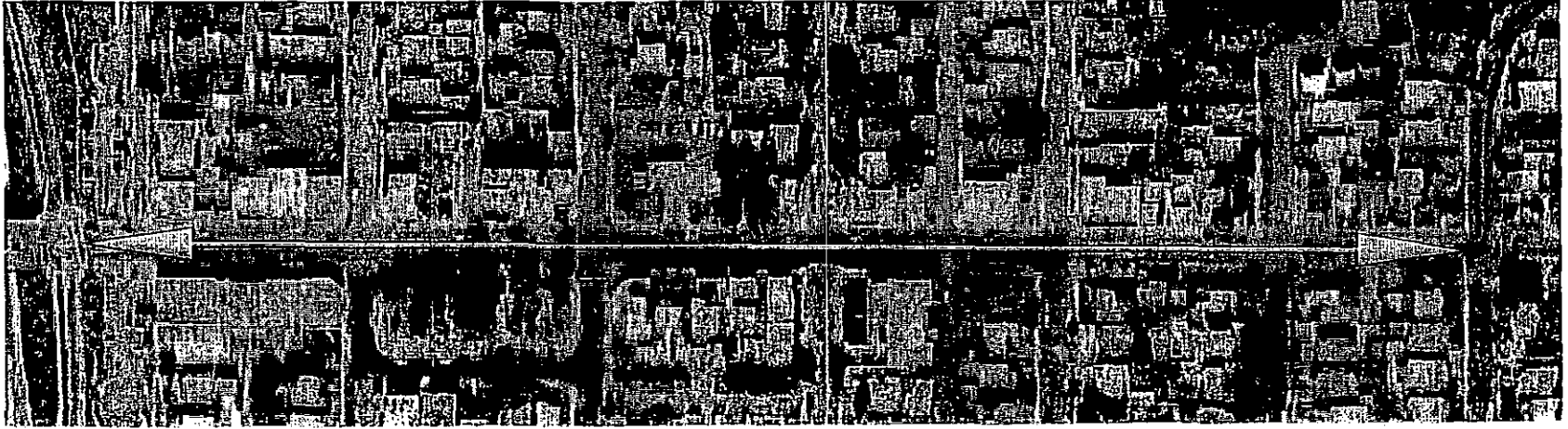
There is not enough roadway lane width to accommodate turning radius of large trucks at this intersection

Mitigated Negative Declaration No 105244 calls for a raised median strip in the area indicated by the double arrow.

This is a bad idea. Large trucks such as moving vans, beer delivery trucks for liquor store and restaurants if exiting from Route 15 north require a large turning radius when turning right.

As a practical matter they often drive over the existing painted median strip marked by double double lines when they make a turn.

A raised median strip would create a traffic hazard.



001444

Drawing 2

Mitigated Negative Declaration No 105244 calls for restriping Adams Ave. from Route 15 to Aldine Drive to provide a three lane facility. One lane for eastbound, another for westbound and a middle lane for 2-way turns.

This is a bad idea, because the resultant lanes will be too narrow to accommodate the traffic flow with safety.

While it is not discussed, it is assumed that parallel parking along both sides of the street will continue more or less as conditions presently exist.

It should be acknowledged that this sort of 3 lane arrangement is in place and works well along Adams Ave. to the **west** of Route 15.

HOWEVER, the curb to curb distance for Adams Ave to the west of Route 15 is **56 feet**. Importantly it must be noted, that Adams Ave. narrows to a curb to curb distance of **48 feet** in the section from Route 15 to Aldine Drive. Therefore, there is less roadway available to accommodate 3 lanes of traffic.

It should be noted further that in the area near 30th Street there is metered parking. There is a striped parking space width allowance in the area of 8 feet on both sides of the street

Thus after deducting 16 feet of street width for parking there is space along Adams Ave west of Route 15 for 3 traffic lanes that are 13.3 feet wide. And indeed, a measurement of the center lane width indicates that the lanes are laid out in just this manner.

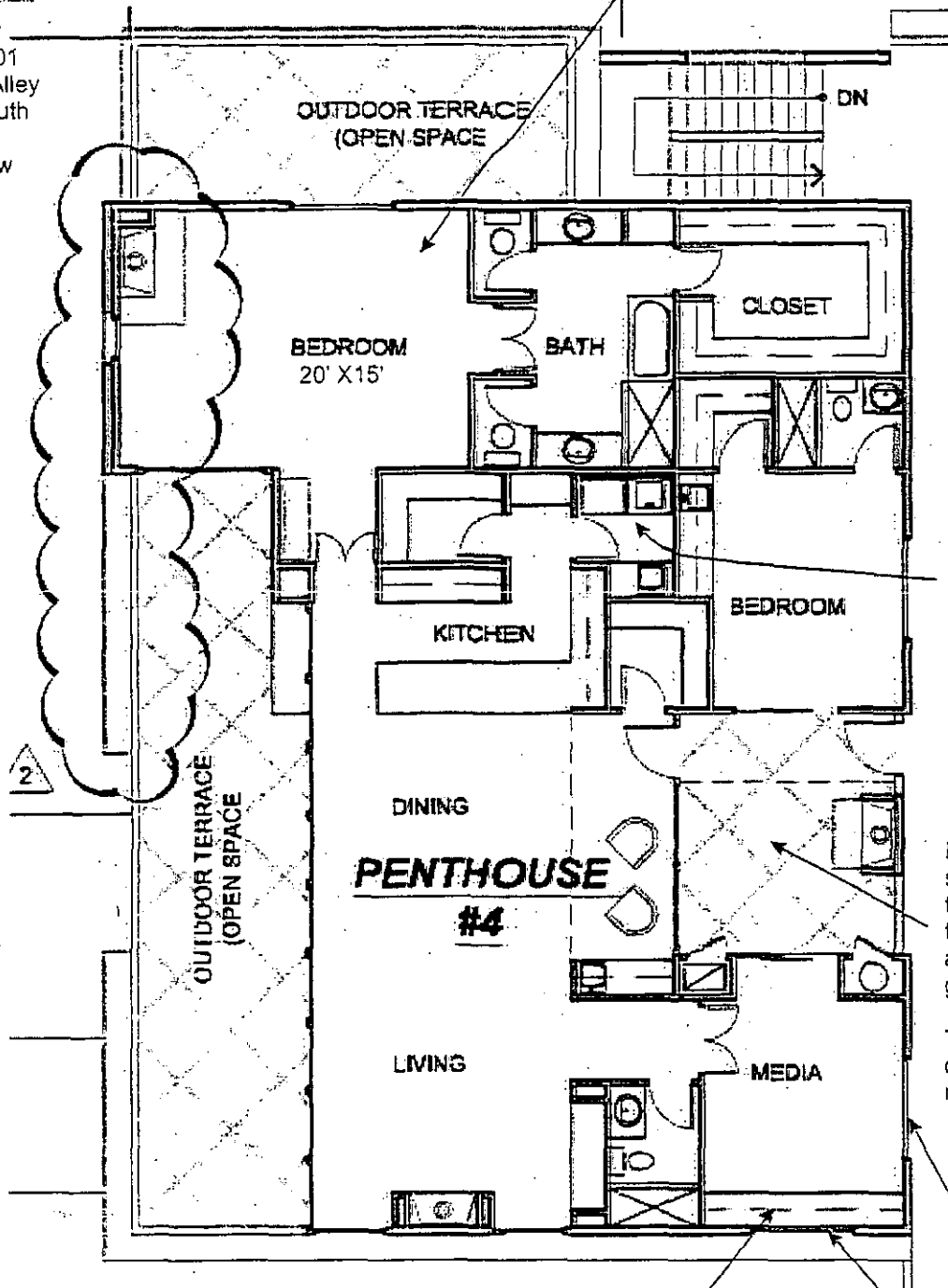
As pointed out above, the curb to curb distance along Adams Ave. between Route 15 and Aldine Drive is 48 feet. **Thus, it is 8 feet narrower.** This means that the traffic lanes in this section would be substantially narrower and would be 10.67 feet wide instead. This distance is too narrow to permit vehicles to pass each other with ease and safety.

THIRD LEVEL
STOPPED BACK
001445



Bedroom is of generous size, however, there is no place to put a bed!!!!

Perspective view on drawing A07.01 Marlborough at Alley view (looking South East) doesn't match detail show in plan view.



These appear to be washer and dryer in laundry room.

Dryers are made with door hinges on right side.

Therefore, position of these units need to be reversed.

Patio is open to sky. Therefore, to get to bedroom from main living area you have to go outside.

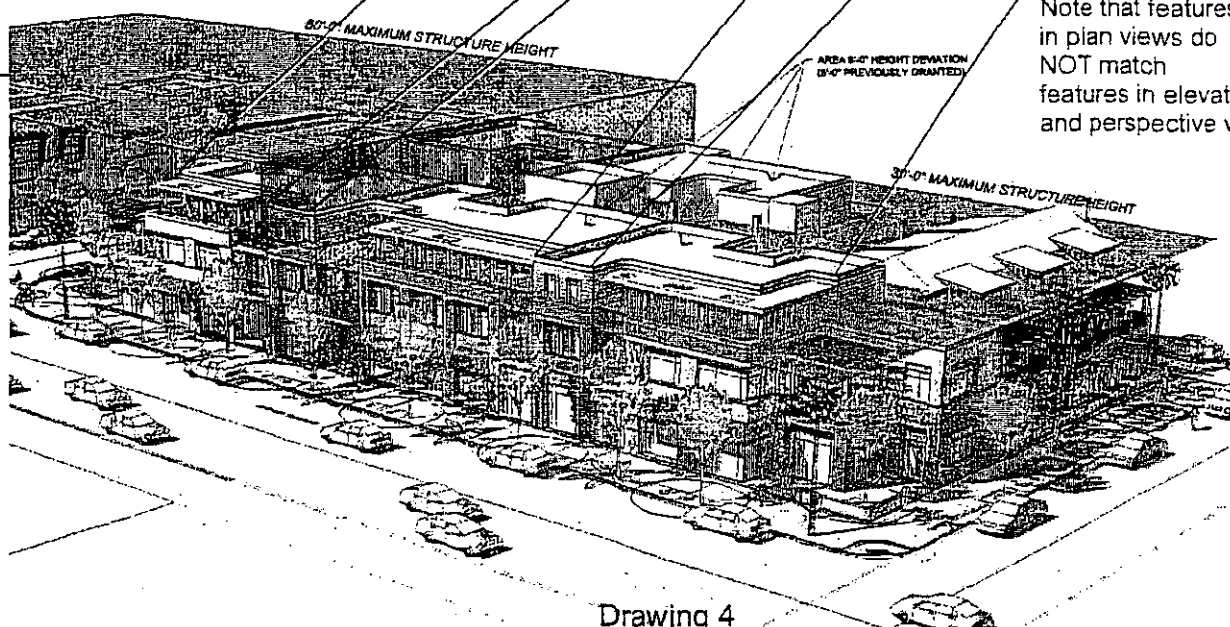
This is not desirable on a cool wet rainy night in winter months.

This appears to be either a closet or set of shelves.

These appear to be windows

If so, why is there a window here?

Drawing 3



Drawing 4

001447

7

From: Rita PirkI
To: Mayor. Office of the, Planning Commission, Fisher. Jim, DSDEAS DSDEAS, Atkins, Councilmember
Date: Wed, Nov 14, 2007 11:21 AM
Subject: FW: Kensington Terrace Project

Ladies and Gentlemen,

Attached is a letter I sent to Mr. Stricker on October 22 voicing my objections to the Kensington Terrace Project. I would like to take this opportunity to reiterate my position and to encourage you to participate in making sure this project, in its current configuration, does NOT come to fruition for the following reasons:

1. San Diego County more and more looks like one big planned community ala Irvine; please help preserve the integrity of our historic neighborhoods.
2. Kensington is already suffering from significant traffic congestion, which will be significantly exacerbated by the additional cars projected from this project. The proposed solution to the traffic problem only creates a different set of problems, it does not deal with the hard reality that there are limited ways in and out of Kensington and the area cannot handle additional traffic without severely impacting the quality of life we have come to appreciate.
3. More and more in Kensington we experience on street parking from the existing commercial establishments not one or two blocks into the neighborhood, but on weekends even three blocks into the neighborhood. This too will be further exacerbated by the proposed project.

Please note that I am not opposed to any development of that area, but I believe the size and the scope of what is on the table is untenable for the area.

Kind regards,

Rita

Rita M PirkI
4068 Hilldale Rd
San Diego, CA 92116
619-571-1099
rpirkI@cox.net

----- Forwarded Message

From: Rita PirkI <rpirkI@cox.net>
Date: Mon, 22 Oct 2007 08:55:07 -0800
To: <dstricker@sandiego.gov>
Conversation: Kensington Terrace Project
Subject: Kensington Terrace Project

Dan Stricker and the Planning Commission,

As a long term resident of Kensington I would like to voice my concern and objection to the proposed multi purpose project known as Kensington Terrace Project. The size and construct of this project does not belong in the Kensington neighborhood for a host of reasons, a few of which I list below:

1. Significantly increased traffic and congestion in an area already suffering from both of these issues.

001448

2. The proposed solution to both increased traffic and congestion is also problematic in that it will force what limited parking exists on Adams further into our neighborhood, thus making it difficult for residents to park, and making it significantly less safe for children and families.

3. In the cities draft environmental report, it states, "The proposed development would create significant direct and cumulative impacts under near-term and long-term conditions." This should not be ignored.

I recognize that San Diego is growing; however, Kensington has been a predominantly single family neighborhood since the early 1920's and deserves to have this culture preserved. Please do not allow this project to further push commercial development into one of San Diego's precious early neighborhoods.

While I would gladly attend the hearing/meeting regarding this project on November 8th, I will unfortunately be traveling out of state for work. I trust, you will share with the remaining members of your decision making panel my email and my objection.

Kind regards,

Rita

Rita M PirkI
4068 Hilldale Rd
San Diego, CA 92116
619-571-1099
rpirkI@cox.net

----- End of Forwarded Message

001449

From: Paulette Botti
To: Planning Commission
Date: Thu, Nov 8, 2007 7:10 AM
Subject: Kensington Terrace

Dear Planning Commission,

I am writing concerning the Kensington Terrace project which is slated to be heard this morning, Thursday, November 8, 2007 at 9:00 AM. Unfortunately, an emergency is preventing me from attending this most important hearing.

I have attended and listened to the presentations provided by Allard Jansen. Although I do believe Mr. Jansen believes his project would be a benefit to Kensington, and Mr. Jansen does put on a wonderful presentation, I think that the project needs more careful scrutiny and a continuance should be granted for the residents of Kensington.

Most of the residents of Kensington welcome some form of development on the subject site. Unfortunately, the project proposed has issues that need further investigation.

One issue is the massing that this project proposes. There is NO building on Adams with quite this amount of massing. The proposed project would be a huge complex that would certainly dwarf the surrounding neighborhood and current businesses. Except for Mr. Allard's first project, most businesses surrounding the subject site are single story and certainly no building takes up an entire block.

Second, traffic in Kensington is an issue. So is parking. I live less than half a block south of Adams on Kensington and often there is no place to park. This is due, in part, from the multi-family housing that was allowed in the 70s and 80s without adequate parking and the fact that the original homes were built prior to the automobile boom. Regardless of the existing reasons, having businesses and retail parking on our surrounding streets is a major concern.

We residents are also concerned with the traffic. As it is now, we have traffic going to and coming from the City Heights (and other) area through our neighborhoods. Often at heightened speed. Most of Kensington is residential and further commercial traffic will ruin our neighborhood.

Mr. Allard professes that office space in Kensington will be for Kensington residents. I don't know of any Kensington resident that will move their office from their current location to Mr. Allard's building. Thus, most of the office occupants will be coming into and out of Kensington not walking as Mr. Allard implies.

Last but certainly not least, what surprises me about the mitigated negative declaration is that there is no mention of the required California Regional Water Quality Control Board permit for stock piling fuel contaminated spoils during construction. Mr. Allard has told residents of Kensington that he plans on, during grading of the gas station site, to stock pile spoils. Anyone who doesn't think that the soil under a site that has had a gas station since the late 1920s does not contain fuel contaminated soil is extremely naive. Regardless of what type of construction goes on at this site, a RWQB permit must be obtained (please see order no. R9-2002-0342 - particularly item 25).

Thank you for hearing me out on this. I wish I could be there this morning but it is impossible.

Please consider this my formal notification for continuance and/or request that this project be denied as it is presently proposed.

Thank you,

Paulette Botti
4669 Edgeware Road

001450

San Diego, CA 92116
858.775.1555

CC: Mayor. Office of the, Stricker. Dan, Fisher. John, DSDEAS DSDEAS, Atkins.
Councilmember

001451

From: brkeys@aol.com
To: Planning Commission, Atkins. Councilmember, Mayor. Office of the, DSDEAS
DSDEAS, Stricker. Dan
Date: Fri, Nov 9, 2007 10:14 AM
Subject: RE: Kensington Terrace

Good Morning,

I remember a Kensington-Talmadge meeting in 2004 when this project was introduced, creating a degree of controversy, and at that time the project was confined to the corner of Edgeware and Adams.

Expanding this three story structure from Edgeware to Marlborough is an extremely alarming notion. Regardless of improvements it may supply, it's shockingly overscaled for the area. In addition to being an overpowering presence, I fear the added traffic will overburden that very modest intersection.

I know these projects have a way of proceeding despite a citizen's objections. (In 2004 Bristol Road a coalition of residents strongly objected to a resident's home construction plans to no avail - we've been stuck staring at their overbuilt monstrosity ever since.)

Still, it would be nice if the government showed some prudence in scaling back the size of this project, instead of allowing it to expand to this degree.

A continuance is requested -

respectfully,
Bill Reichert
5000 Bristol Road

Email and AIM finally together. You've gotta check out free AOL Mail!

001452

From: jpwdeign@aol.com
To: Planning Commission, Mayor. Office of the, Stricker, Dan, DSDEAS DSDEAS, Atkins.
Councilmember
Date: Fri, Nov 9, 2007 10:12 AM
Subject: RE: Kensington Terrace Continuance

Yes, we have grave concerns about this proposed project and the congestion it will create on Kensington's narrow streets.

2600 new vehicles is a lot of cars; I feel the town is already uncomfortably overcrowded.

I imagine I speak for many when I request a continuance to not just review this expansive plan but to modify it.

thank you
James Walters
5000 Bristol Road

Email and AIM finally together. You've gotta check out free AOL Mail!

001453

From: Donald M. Rosencrantz
To: Planning Commission
Date: Tue, Nov 13, 2007 11:56 PM
Subject: Kensington Terrace project concerns - please read before Thursday November 15, 2007 meeting

Dear Commissioners,

I recognize this email is less than 8 days before the suggested lead time for such correspondence. However, you already know that such a lead time was impractical with the recent flurry of activity and concerns about the Kensington Terrace project.

Attached you will find a letter to you about my concerns with this project. It is 10 pages long. HOWEVER, 4 of those pages are drawings thus it is not as lengthy as you might suppose.

As you will see, the letter is in Acrobat format, so you should be able to open it up and read it on your computers with ease.

The important point to be made about the drawings is that they are in a high resolution format. Thus if you view the document on your computer, you will be able to zoom in on things and see the detail easily. This is especially useful when looking at Drawing 4.

I hope you will take my concerns seriously and implement my suggestions.

Donald M. Rosencrantz

001455

TO: San Diego Planning Commission
FROM: Timothy Blood
DATE: November 15, 2007
SUBJECT: Kensington Terrace - Project No. 105244

At Commission Garcia's request made during today's public hearing, attached are printouts of 4 of the presentations made in opposition to the Kensington Terrace project.

These printouts contain some of the many new facts, information, and areas of further inquiry required under the California Environmental Quality Act ("CEQA"). The content in this material is not comprehensive. They do not contain the information provided by the community during the Ken-Tal Planning meeting held the night of November 14, 2007, that was made know to City staff. It further does not contain the legal opinion of the Office of the City Attorney, discussed during this morning's planning session.

Finally, I apologize for not presenting these facts in bullet-point fashion, which may make for a quicker revue. However, given the time constraints imposed by the immediacy of the Commission's imminent vote on approval or disapproval, I felt it was more important to provide this information quickly in written form, rather than risk exclusion from the record.

Nov. 15, 2007

To the Ladies and Gentlemen of the San Diego City Planning Commission:

As members of the Kensington community and more specifically as residents involved in the *forKensington.com* effort, we feel it is important to address the Commission on the issue of public notification that has occurred for this project. We feel it is important to establish some understanding among the various parties as to how it is possible for this many residents to have been unaware of the project until late October of 2007.

I. First, we would like to raise the following concerns about the noticing required of the applicant:

1. Within 300 feet of the proposed site, there are a higher number of businesses and rentals than throughout the rest of Kensington. Since the Notices of Application had to go to property owners/tenants, it is fair to say that a significant number of those notified were not representative of the residents who are just now learning about the project and speaking out about it. Business owners, retail tenants, renters, and non-resident property owners would most likely not have the same concerns for the Kensington community as resident home owners. They also would most likely not have engaged in any kind of networking in the neighborhood to help spread the word about the project.
2. We would also ask if there is a fair distinction to be made here between the law requiring that property owners within 300 feet be notified and the spirit of this law which requires that affected neighbors be notified? Based on the spirit of this law, there is no question that residents beyond 300 feet of the site are affected by this development and should have been notified.

II. Second, we would like to raise the following concerns about the Ken-Tal Planning Group (KTPG) and their duty to provide information and encourage participation from the community. We refer to the city document titled COUNCIL POLICY which defines "Standard Operating Procedures and Responsibilities of Recognized Community Planning Groups" (CP-600-24).

It is important to note that the PURPOSE of the COUNCIL POLICY document is to "identify responsibilities and to establish minimum operating procedures governing the conduct of planning groups" (1). As such, the duties we focus on below are what planning groups should do, at a minimum.

1. **(Article VI. Section 2.a.i) Regular Meeting Agenda Posting:** The KTPG does sufficiently post their agendas at 2 websites and at the Library. However, we feel the project in its current form was not on the Agenda in a manner that would have allowed the Kensington Community to participate. In September and October of 2006 the project appears on the Agenda, but at that point it only entailed the gas station site. In January of 2007, it appears as 2 separate items, Project #105244 for the gas station site at 4142 Adams Ave., and Project #115334 for 4166 Adams Ave. It was not until July of 2007 that the project in its current form, encompassing 4142, 4166, 4178 Adams Ave. and 4708 Edgware, appeared on the Agenda. And, it was at this meeting that the group approved the height deviation. Then, it was not until October of 2007 that it again appeared on the

agenda, and yet it was at this meeting that the group approved the project. There seems to have been no time at which the project appeared on the Agenda for general discussion by the community. To put this in some perspective, we wonder how it is possible that the agenda item to discuss the Ken-Tal Chairman's cell phone appeared 5 times on the agenda between Jan 2007 and May 2007, and this project, in its current form, only appeared twice: once when the vote was taken on the height deviation and once when Ken-Tal voted to approve the project.

2. **(VI.2.a.vii) Development Project Review:** The document states that "It shall be the duty of a planning group, when reviewing development projects, to allow participation of affected property owners, residents and business and not-for-profit establishments within proximity to the proposed development." First, we would like to make the point that the duty "to allow participation" carries with it the duty to inform the community sufficiently so that there can be participation. Second, the duty of the KTPG to determine who is "affected" by this development would extend well beyond the applicant's legal responsibility to only notify those within 300 feet of the project. As our community planning group, their responsibility extends to the entire community, especially considering the scale of this project and its potential impact on the main street through which we all must drive to reach our residences. Finally, and perhaps most disturbing, there are actual reports by residents that they were not allowed to participate when in fact they did attend the meetings. Individual cases are not cited here, but it is perhaps something to be investigated further.
3. **(VI.3):** The document states that planning groups have the duty "to periodically seek community-wide understanding of, and participation in, the planning and implementation process as specified in Article II, Section 1" of the same document. Article II, Section 1 refers to the planning group's involvement in "land use matters" and their responsibilities to "the City Council, Planning Commission, City staff, and other governmental agencies." We feel the KTPG has not made any effort to "seek community-wide understanding of, and participation in" their work to date on the Kensington Terrace project. The result of this is a vast number of residents who knew nothing about the project until word began spreading among residents in late October of 2007 after they had already approved the project.
4. **(VI.5):** The document specifically allows for planning groups to "develop a policy for financial contributions from the citizens of the community for the purposes of furthering the efforts of the planning group to promote understanding and participation in the planning process." In a community like Kensington it would have been fairly easy to fund periodic newsletters or flyer campaigns for issues affecting the whole community. We feel the KTPG failed to use the resources of the community to assist them in their responsibilities to us, and instead acted independently and without community-wide understanding or participation.
5. **(VIII) Planning Group Policies and Procedures:** This section of the document provides that "each planning group shall include policies and procedures" that address five topics. The first topic provided is for "Community Participation" and it suggests that policies include, but not be limited to, "community outreach [and] assurances of seeking diverse representation on the planning group." Perhaps the KTPG has policies and procedures in place for community outreach, but we have no evidence of any specific action taken by the KTPG to reach out to the entire community concerning the

Kensington Terrace development. Furthermore, that the planning group voted unanimously to approve this development, and that there is now a large number from the community voicing their opposition to it, seems to indicate that they did not adequately assure diversity of representation within the planning group.

6. **(IX) Rights and Liabilities of Recognized Community Planning Groups:** Planning groups found to not be operating in compliance with this Council Policy document can be considered to be in non-compliance with the Brown Act. The document states that "planning groups are encouraged to proactively cure violations themselves . . . to prevent legal actions that would void planning group actions . . . [and possibly] forfeit its status as a recognized advisory body and lose its right to indemnification and defense by the city." While it is not our intention at this point to report alleged violations by the KTPG to the City for investigation by the Mayor's office, we would welcome a response by the KTPG on their public outreach efforts concerning the Kensington Terrace project. We would also request that the Planning Commission void this planning group's vote of approval on the Kensington Terrace Project and allow time for the project to go back to the Planning Group with direction that they pro-actively seek community-wide understanding and participation.

III. In conclusion, as several of the Commissioners acknowledged at the November 8, 2007 Planning Commission Hearing, the 300 feet notice area did not achieve the law's goal of providing actual notice to those residents possibly affected by the project. This, combined with the lack of notice from KTPG, resulted in a failure of actual notice to the community. Once the community learned of the project, they very quickly became galvanized. Indeed, the speed with which residents reacted is a strong indicator of the level and intensity of concern.

Actual notice has now been achieved. But now we are told that despite legitimate concerns, our input is not welcome because, according to rules that did not work as intended, we are too late by just a little. Because of this application of the inadequate rules, our community must live for decades to come with a development that may be very bad for the community, merely to save 60 days on a project that takes several years to complete.

We again request a 60 day continuance to enable the community to narrow and clarify our concerns and to have a meaningful workshop with the developer to address those concerns. Our hope is that by the time of the continued hearing, there will be agreement on the project, and no or little opposition.

Sincerely,
Residents *for Kensington.com*

Address to Planning Commission concerning Kensington Terrace

Nov. 15, 2007

Dear Commission Members:

My name is Pam Hubbell and I live at 4080 Terrace Court in a 1912 2-story shingle home which we bought 7 years ago from the original family whose great-grandparents built the home.

You have in your materials I believe a 12-page packet of pictures to accompany my address. In it we have provided pictures of many of the houses in Kensington which are on the National Register of Historic Homes, and there are a few pages at the end that help to situate this project in its surroundings. You can browse through these pictures on your own as I talk, and we hope these help to show the historic value of our community that we are trying to protect.

When I think about this project being built in Kensington, I am reminded of, say, a housing development called "Oak Grove Estates," and when you visit the development there is no evidence of any oak grove in sight. Or, say, a condo complex called "The Meadowlands," and they've attempted to landscape it to look like a meadow, which it doesn't.

What is both funny and sad is that these developments in effect obliterate their namesakes while at the same time capitalizing on them. I feel the Kensington Terrace project has the potential to do the same thing to our Kensington community.

A 3-story high building that spans one full block right in the heart of Kensington is just too big. To be honest, the prospect of this size of a building coming in to Kensington feels very wrong to me. And, clearly, this has been impressed upon the architects.

In the DEVIATION REQUEST within the PROJECT PROGRAM they explain that they have "terraced" the corners and they *claim* they have "stepped the third floor significantly back along 80% of the building, effectively creating a perception with the façade that the majority of the building is a two story structure." Having looked at the plans, I feel strongly that the building will look very much like a 3-story building despite these design features.

Also, throughout the Report to the Planning Commission on this project issued Nov. 1, I have noted numerous instances where the size of the building is manipulated. For example, it describes how the rear of the building will be designed "to offset the bulk and scale of the proposed 3-story building." I feel Kensington deserves much more than an inadequate attempt to make this building appear to be something that it isn't.

I am actually excited for this development to occur; this block needs improvement. I think we are lucky to have the design talents of Allard Jansen Architects on the project.

But it is not right for this development to capitalize on the very nature of what we know and love to be Kensington while at the same time seriously compromising its integrity.

The question I am asking you to consider today is whether or not the Kensington Terrace development is right for Kensington. On the one hand, according to the goals of the General Plan's vision for a City of Villages, this development is exceptional. It is a consummate example of what a mixed-use project should provide a community. But throughout the Urban Design Element section of the General Plan, there is a conspicuous reference to the equally important goal of not losing sight of distinct communities and historic resources.

In the Policies for "Architecture" section of this document, the stated goal is to "Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context." It also "Encourages designs that are sensitive to the scale, form, rhythm, proportions, and materials proximate to commercial areas and residential neighborhoods that have a well-established, distinctive character." (UD-9)

There are also Policies for "Historic Character" that stress the need to "Respect the context of historic streets, landmarks, and areas that give a community a sense of place or history" (UD10)

This tug-of-war between development and preservation in the Urban Design Element is seriously tested with the project you are considering today. Being 3 stories high for 1 entire block, it is in no way sensitive to the scale of buildings around it, all 1 and 2 story except for the previous building Allard Jansen built in Kensington. The project's façade is attractive, but the modern, boxy look does not relate well to the majority of architecture throughout Kensington. The west elevation, along Marlborough, is said to be Spanish Colonial, but other than the three arches along the street, the remaining two stories continue the same design as the south facing façade. And the identical facades of the row homes on the east side create a repetitive rhythm that is completely out of keeping with the diversity of architecture one sees from house to house in Kensington.

Within the context of this vision for a City of Villages, I must ask, does the Kensington Terrace development help to create a village or to diminish an existing one?

I could make a very similar point if I stepped through the Mid-City Communities Plan, which is cited often as justification for the Kensington Terrace development project. And in a similar manner, this plan is tested by this project. Within the "Vision 2020" section it states that the primary goal is "the re-establishment of a deep-rooted community," but Kensington is already a deep-rooted community that would actually become less stable with this large influx of retail and office space and the traffic that comes with it. Another goal is for "Neighborhoods to recognize, maintain, and enhance their unique identity." The residents with concerns about this project fully recognize the unique community that Kensington is, and that is why they are here today. Another stated goal is to "Preserve

environmental, cultural, and historic resources," which is what we have come here today to ask you to do.

More locally though, the Mid-City Communities Plan identifies very specific issues and problems that each community faces. What I found disturbing is that the Kensington Terrace project does not address any of the issues listed for the Kensington-Talmadge area, and in fact it could conceivably contribute to 3 identified problems: the first being the increased noise, visual impact, and traffic circulation caused by State Route 15. The second being the speeding and cut-through traffic that is disrupting portions of residential neighborhood streets. And third, that commercial parking is deficient with on-street parking overflowing into the neighborhoods.

My question then is how readily should we allow the Mid-City Communities Plan to become the mandate for this project?

Kensington is essentially and most importantly a historic residential community supported by a small-scale, walking commercial district. As homeowners and residents in Kensington, we have invested in a unique community and we ask today that we be allowed to work with the developer towards a better vision for Kensington.

1. Good morning, Ladies and Gentlemen, my name is ...
2. Let me get right to some of the problems associated with the density of the project with regard to the number of ADTs generated by the commercial and office traffic. The project site is zoned 60% Neighborhood Commercial and 40% Community Commercial but it appears as though the entire site is being built as Community-serving commercial and office space with a token amount of residential. An 8000 square foot supermarket is slated for ground floor tenancy. The applicant's Traffic Study shows the majority of the traffic generated by this project coming from outside the Kensington neighborhood. Yet the residential streets were not included in the Traffic Study.
3. It is not speculative to suggest that traffic exiting the parking garage at the rear will exit the alley and, faced with no barrier, choose to turn in the direction of the residential neighborhood and utilize the surrounding streets as a shortcut to go around the traffic signals in order to exit Kensington more quickly. Yet these streets, one block north and south of Adams Avenue, were not included in the Traffic Study. Nothing in the MND addresses this impact.
4. We were told by the Ken-Tal Transportation and Safety Sub-Committee the traffic study would cover the area along Adams Avenue from 15 to Aldine Drive, one block north and south of Adams. Mr. Jansen promised the same area would be studied, although the raw data shows that it was collected in January, and he should have known by May when he made that promise that it did not include Kensington Drive north or south of Adams, Edgeware Road south of Adams, or Biona, Vista, Van Dyke, Alder or Madison at all. We have provided the Agendas and meeting minutes for the Ken-Tal Planning Committee for the past year and wish them entered into the record.
5. Before we go much farther, we must state for the record that we have found numerous, significant errors in the Traffic Study that render the conclusions, as well as any mitigation based on this study, worthless. We begin with what appears to be this minor mischaracterization of the 77 square feet of snack racks and cold drink cases at the gas station cashier counter as a '650 square foot 24 hour convenience store', which gave the project 12 times the ADT credits it is entitled to.

6. Utilizing the same City Traffic Impact Study Manual referenced by the Traffic Study, we noted that the pass-by reductions for the bank and supermarket are excessive in that they exceed 10%. Logically, you can agree with the manual that, "It would be unreasonable to assume that more than one out of ten drivers would divert to a site on a daily basis" especially given that Kensington is a cul-de-sac neighborhood on the road to nowhere. Please note that there were only five multi-family units on-site, not the seven the study used to derive its credits.
7. We took the liberty, again using the same manuals referenced by the Traffic Study, to correct the erroneous data and recalculate the Cumulative Trip Rates and Peak Hour Rates. The result is a Cumulative Trip Rate of 2,023 ADTs vice the 1,413 ADTS calculated from the study data, and an evening Peak Hour Rate of 213 ADTs vice 161. We would be happy to enter our data into the record.
8. Further calculation arrives at 21 ADTs northbound at the I-15 ramp during a Peak evening hour, which exceeds the 20 ADTS the study used as reasoning for not analyzing freeway on-ramps.
9. Because the project traffic will generate 213 additional ADTs during the peak evening hours, it meets the criteria of the Congestion Management Program for a "large project".
10. Under the Congestion Management Program, an Enhanced CEQA Review Process must be followed, traffic impact studies conducted and mitigation provided for new large project impacts.
11. Therefore, a CMP Traffic Analysis should be performed and SANDAG comments received before the normal CEQA review can proceed. This project, with 213 peak hour ADTs, requires a CMP Traffic Analysis.
12. As the Traffic Study forms the basis for much of the Initial Study and the mitigation of the impacts of the traffic generated by this project, it would appear to be of the utmost importance to request that a new, comprehensive study be performed.

13. But we are not done with the subject of traffic. We refer you to the City of San Diego Street Design Manual. While the Mid-City Communities Plan designates Adams Avenue as a "3-lane collector", the correct term, according to the manual, is "Two Lane Collector With Two Way Left Turn Lane".
14. Three things catch the eye here. First, this designation applies to a street with a curb-to-curb width of 54 feet. Secondly, at 13,000 ADT you have a Level of Service of D, which is an acceptable level of service for CEQA review. Third, design speed is 35 MPH. I will tell you now that Adams Avenue in Kensington is posted for 25 MPH.
15. Unfortunately, east of the I-15 bridge, Adams Avenue is only 47.5 feet wide, not quite meeting the width required to be designated a "Two Lane Collector With Two Way Left Turn Lane".
16. The Traffic Study, flawed as it is, concludes that with mitigation consisting of restriping and a traffic light, the traffic impacts of this project can be mitigated, and that "Adams Avenue is considered built to its ultimate roadway classification between I-15 and Marlborough Drive". We don't understand the basis for this statement in that restriping does not widen Adams Avenue by six and a half feet. We also note that in Table 16, even with mitigation, the ADTs result in a Level of Service that would indicate a significant impact that is unmitigated under CEQA guidelines.
17. The "Fair Argument" rule applies here, and whether the inadequacy of the Traffic Study is used to support it, or the improper classification of the roadway, in any case, the impact of the traffic generated by this project cannot be mitigated by what is proposed in the MND.
18. We'd like to make a few more points for the record. The failure to study the freeway ramps is likely to have an impact after a traffic signal is installed at Adams and Kensington Drive because there is already a queue forming on this segment of roadway at peak hours.
19. Restriping a street which is too narrow for the intended classification will not improve traffic flow if oversized vehicles straddle the centerlines.
20. Aldine Drive was not included in the study and would be used by inter-community traffic coming from Talmadge and the College area.

21. If MTS and San Diego Fire and Rescue have not been given a solid traffic study on which to base a review and comment, we can expect fallout after the project is built when parking is removed from Adams Avenue to remove obstacles that prevent emergency vehicles from responding to calls on time, or that cause buses to lose time of their routes.
22. The Initial Study Checklist does not seem to have taken Public Service response times into account.
23. At best the analyst's assessment is that the project might have an impact on transportation, and no impact on parking. Again, without a sound study on which to form an opinion, this Initial Study and Environmental Assessment, as well as the Mitigated Negative Declaration, are just paper.
24. We ask today that base your decision on this matter on the Fair Argument standard under CEQA in order to fully assess the impact of this project on our community's assets. We would also like to request that any subsequent mitigation include mechanisms for limiting the amount of traffic that this project can generate to ensure retail and office tenants are of a nature that is compatible with Neighborhood Serving Commercial, and as a means of ensuring that no further mitigation will be required as a result of this development. We also ask that you Do Not Certify Mitigated Negative Declaration Number 105244, and that you Deny the Planned Development Permit Number 360181 and Vesting Tentative Map Number 360180.

1. Good morning, Ladies and Gentlemen, my name is Maggie McCann and I live at 4650 Edgeware Road in Kensington. I'll get right to my point.
2. The Initial Study Checklist asks four questions as to aesthetic impact, including whether a project will "[s]ubstantially degrade the existing visual character or quality of the site and its surroundings."
3. We are interested in the sensitive and graceful renewal of our commercial district, and specifically, the site of the Kensington Terrace project, which the Community Plan designates as Neighborhood Commercial, although 40% of the Site is zoned CU-3-3. The concern you will hear expressed today is not typical change-resistant angst. In fact, we look forward to a development that provides new benefits to our community, the least of which is the improvement of this view. I'm speaking of the propane tank, not Gerald's house.
4. The commercial district in Kensington is composed of repurposed original houses from the 1910 Kensington Park subdivision, as well as a number of one and two-story neighborhood shops built in the 1950's. The proposed project, at nearly 50,000 square feet, would not only be the largest building in Kensington, but would be the largest building in the entire Adams Avenue business corridor from Park Blvd. to Aldine Drive. That represents a significant impact on our community. It does not seem to be in keeping with either the Mid-City Communities Plan for Adams Avenue or the purpose of the Central Urbanized Planned District as defined in the Municipal Code.
5. The Municipal Code for a Planned Development Permit provides criteria for development design. The scale of the project should be consistent with the neighborhood scale as represented by the **dominant** development pattern in the surrounding **area**. Buildings should avoid an overwhelming or dominating appearance as compared to adjacent structures and development patterns. Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. This is language taken directly from the Land Development Code.

6. Unfortunately, the best example of what not to do according to the code is this example we find in Kensington today, the circa 2000 Kensington Park building, also known as the Starbucks building. It is inconsistent with the neighborhood scale and overwhelms adjacent structures. It demonstrates an abrupt difference in scale between the commercial zone and the adjacent residential zone. It is a mistake we do not wish to make again. And it does not represent the dominant development pattern in the surrounding area.
7. Back to the Mid-City Communities Plan. The recommendations for Adams Avenue commercial expansion include an attempt to use existing structures or their historical character. It encourages lower scale development and the maintenance on on-street parking. The Kensington Terrace project is not conformance with the community plan.
8. For the record, we would like to take you on a quick tour of the existing commercial district in Kensington, starting with this single story property immediately adjacent to the project site, on the corner of Adams Avenue and Edgeware Road. This parcel is zoned CN-1-3.
9. Immediately across Adams Avenue from the project site is this collection of single and two-story mixed use buildings, built in the early 50s. Many of the commercial structures you see on Adams Avenue have some history of their own and would probably qualify for historic preservation.
10. The western gateway to Kensington is marked by this single-story restaurant ...
11. Which is directly across Adams Avenue from another block of single-story commercial structures with some facades for additional height. Notice the 25 MPH sign on our alleged 3-lane collector street.
12. Further on down the road, more low-rise CU-3-3, including one of our newest restaurants.
13. And here we have the remainder of the block of Adams Avenue between Terrace and Kensington Drive.
14. The Kensington version of a strip mall even has a little character of our own.

15. Also directly across Adams Avenue from the project site is this repurposed 1925 house, first occupied by a physician and his family and now the office of a psychiatrist.
16. Another repurposed mixed-use, residential over commercial. This house was originally a Craftsman and has seen better days, but almost 100 years later, it's still in service.
17. And then we have the Starbucks building, circa 2000, out of scale, out of character, overwhelming the adjacent buildings, and yet held up as a precedent and a reason for why the Kensington Terrace project would be visually compatible with the surrounding commercial character.
18. Somehow, even Clem's Bottle Shop looks attractive by comparison to the hulking mass with the not-so-hidden cell antennas. We are not sure what the purpose is of the height increasing façade on the front, other than a canard.
19. The Starbucks building pales in comparison with what is about to descend upon us. Will the proposal result in project bulk, scale, materials or style which would be incompatible with the surrounding development? Is this project in conformance with the goals in the community plan? Will the proposal result in the creation of a negative aesthetic site or project?
20. Due to the height variance and zero setback at the rear of the project, the building shadow will put the single story residences to the north in full shadow during most of the daylight hours during the winter months. Yet the analyst's response to the question "Substantial shading of other properties?" on the Initial Study checklist, was "No".

21. You've been reviewing the update to the General Plan. Two goals stated in that update are: to **Direct growth into commercial areas where a high level of activity already exists; and Preserve stable residential neighborhoods.** These goals seem admirable and sensible to us. El Cajon Boulevard is the appropriate location for a 50,000 square foot block long mixed-use commercial/office/residential mall complex. Not the backyard of a one-of-a-kind California bungalow in a walkable, stable, historic neighborhood.

It is unfortunate that the goals of the developers are to bring growth to a neighborhood that not only has no room to grow, but no need to grow, to bring job opportunities to a neighborhood with virtually no unemployment and a median income of \$88,000, to bring a "first of its kind" development to a stable model of an urban village that enjoys its quirky Route 66-era commercial center.

[2000 Census) [Census Tracts 20.01 and 21]

22. Back to the Municipal Code. CU-3-3 is intended to accommodate development with a *pedestrian* orientation and medium-high density residential use. Where is the medium-high density residential use in this project? What we have is a large retail/office complex with some token residential dropped on top. In order to approve a Planned Development Permit, you must consider whether the proposed development, *when considered as a whole*, will be beneficial to the community, and any proposed deviations are appropriate for this location, and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone.

Based on the predominant characteristics of the surrounding area, it would be inappropriate to grant the height variance to allow development over 30 feet on the 60% of the site zoned CN-1-3. And despite the allowable height of 50 feet on the CU-3-3 portion, it is within the discretion of this body to decide at a later date that it would be inappropriate to build at that height in this community, given the characteristics of the surrounding area.

23. One last note, for the record. It is the opinion of Dr. Michael Simpson and Matt Guilliams, a grad student in Dr. Simpson's Plant Systematics program in the Department of Biology at San Diego State University, that the Red Ironbark Eucalyptus in the front yard of 4166 Adams Avenue could be as old as the house, which is 84 years old, and is at least 75 years old. According to the City of San Diego Conserve-A-Tree Urban Forestry criteria, the age of this tree qualifies it as a Heritage Tree, significant for its age. [To get a firm age would require coring the tree and counting the rings.]
24. Inexplicably, in the Initial Study the analyst checked 'No' in response to the question, "Will the proposal result in the loss of any distinctive or landmark trees?"
25. Finally, I join my neighbors in asking that you Do Not Certify Mitigated Negative Declaration Number 105244, and that you Deny the Planned Development Permit Number 360181 and Vesting Tentative Map Number 360180. Thank you.

001471

From: Allan Frostrom
To: jcfisher@sandiego.gov
cc:
Subject: Kensington Terrace Project #105244

Please add our voice to the long-time residents of Kensington who favor approval of this project. As the opposition would know had they attended the many meetings, discussions and workshops related to this project, taking place over months and months, it is far superior to what the developer could build as a matter of right.

The variations requested are minor, and a good trade off for resulting benefits to the neighborhood.

BTW: Thank you, Mr. Fisher, for the calm and respectful manner that you and other city staff conducted and participated in the often heated and sometimes insulting atmosphere of the Kensington-Talmadge meeting last night.

Allan M Frostrom
Yjordis R Frostrom
5200 Marlborough Dr
San Diego, CA 92116

Fisher, John

From: JGarrison@cambridgesoft.com
Sent: Thursday, November 15, 2007 12:34 PM
To: John Fisher; planningcommission@sandiego.com
Subject: RE: Concerns about the Kensington Terrace project - John M. Garrison

Attachments: image001.jpg; Kensington Terrace Powerpoint - John M Garrison.ppt



image001.jpg
(178 KB)



Kensington
Terrace Powerpoint

Dear Mr. Fisher,

Here also is the PowerPoint presentation I gave you earlier today via flash memory drive. Please include this document in the record of the meeting.

Thank you very much,

John

From: John Garrison
Sent: Thursday, November 15, 2007 1:01 AM
To: 'jsfisher@sandiego.gov'
Subject: Concerns about the Kensington Terrace project - John M. Garrison

Dear Mr. Fisher,

Thanks very much to you and your staff for coming to address a large portion of Kensington concerning the planned development known as Kensington Terrace. I hope you had a safe trip home late at night when the meeting finally ended. Please pass on to your supervisor my opinion that you did a fabulous job of keeping your cool and keeping the meeting moving along. I found the meeting to be helpful and informative but I still have serious concerns about both the project and the process by which the city conducts these types of affairs.

I trust that you will also please add this e-mail to the packet of all members of the planning commission. There are several flaws with the project, the proposed "mitigation" to the project, and in the over-all process that has led us to this point. Therefore, I must request that the committee table consideration of this project for a sufficient length of time as to allow these concerns to be remedied.

601673
Concerns about the project itself:

1. Traffic plan - (Please see map below) I believe that the plan for two-way traffic in the alley is flawed. I think a one-way clockwise rotation on the north and west sides would be better. Currently, traffic heading south on Marlborough backs up due to the light on Adams. The back-up often extends to the north of the alley which fronts the north side of the proposed project. If traffic is coming out of the alley headed westbound, they will find there is no room for them to turn left onto Marlborough to get to Adams. I believe it would be far better to have them travel only clockwise so that this problem does not occur.

2. Building aesthetics - The building design, while not overtly offensive in terms of its elevation, is not overly attractive either. I believe that a Spanish style exterior is more in keeping with the vast majority of the architecture in Kensington. The developer has verbally said he wants to building to fit in, but unless that is codified as a formal condition of any development then the reality is he will be able to make those types of decisions unilaterally.

3. Environmental - Given that the existing site contains a gas station that is known to have contaminated some of the soils, I believe a more thorough environmental study should be required before any project is allowed to proceed.

4. Errors in analysis

o Square footage of "convenience store" - the so-called convenience store existing on the site is really just a part of the gas station. The gas station has a room where customers walk in to pay for their gas, since no credit cards are accepted at the pump. This room houses a single cashier, a couple of drink storage refrigerators, and some very small racks of miscellaneous products. It was claimed in the city report that this store is 650 square feet. It is much smaller than that, and it is not even a separate business. It is part of the gas station. Therefore, the "existing traffic impact" of this "convenience store" has been greatly over-stated.

o Gas station round trips - Likewise, the number of round-trips due to the existing gas station has also been grossly exaggerated. That gas station is on Adams several blocks off the 15. Adams is a virtual dead-end. There is almost no through traffic coming off-15 and going all the way down Adams to exit Aldine. All traffic on Adams is heading to a destination on Adams or in the neighborhood. Absolutely no one is coming into Kensington to go that gas station. There are much more convenient gas stations (for a non-resident) on El Cajon or on Adams west of 805. The only people who use that gas station are residents or people who are already on Adams. They are not making a special trip to stop there, they are pulling into the gas station on their way through. Therefore, the analysis of current traffic due to the current buildings on the project side is grossly over-estimated.

5. Coordination - Since there are other potential projects occurring in the neighborhood, I am worried about the cumulative affects of construction traffic, road closures, and the like. For instance, there are some plans to build a new retaining wall on Aldine. There are questions about removing barricades on Terrace drive. There is a plan to replace the neighborhood sign that hangs over Adams Avenue. There is continual work happening in the neighborhood with regards to water and sewer pipes. I have heard of a tentative plan to bury electrical lines. Without control and coordination by the city to ensure that these are not occurring all at once, there could be a dramatic impact on traffic and safety in the community for whatever time period the projects are overlapping.

Concerns about the mitigation plan:

I believe the mitigation plan is not only insufficient to address the impact of the proposed development project - it will actually make matters worse and will further degrade the character of the neighborhood:

1. Raised median - the mitigation plan calls for a raised barrier in Adams, just East of 15. Tonight, it was explained that this is to prevent people from making left turns off of Terrace (the very first street parallel to 15) onto Adams. This is a solution to a problem that does not exist. No one tries to make a left turn out of those streets

because it is prevented by the very volume of traffic. Therefore, a raised median is unnecessary. Furthermore, a raised median is harmful. Currently, trucks that are coming northbound on 15 and then exiting to go east onto Adams often cannot make that right-hand turn without traversing over the curb on their right-hand (southeast) side. A raised median in the center of Adams would make it even more difficult for them to turn.

2. Light on Kensington - the mitigation plan calls for a light at Kensington. This is a mistake. Currently, east-bound traffic on Adams is able to easily make a left-turn onto Kensington because oncoming traffic is stopped one block further east, at Marlborough. A light at Kensington would prevent this because oncoming traffic (westbound traffic on Adams) would be stopped right there at Kensington as well. It would be possible to have this light include a left-turn signal, but obviously that would make the light take longer to run through its complete cycle, causing more impacts on traffic delays on Adams both eastbound and westbound.

3. Pair of lights - With a new light proposed for Kensington at Adams, along with the existing light at Marlborough and Adams, there will not be sufficient room for all the people who want to head East on Adams and then turn north onto Marlborough to reach this planned project. The space between the lights is simply too short to accommodate enough cars.

4. Re-striping for turn lane - the proposed mitigation is to re-stripe Adams with a central turn lane all the way East to Aldine. This is a mistake. It will only encourage more property owners on the eastern (business-zoned) portion of Adams to expand their businesses, which in turn would generate more traffic.

Concerns about the process:

1. Notice - The city may or may not have given the legally required notice of this planned project. We have been told that all property owners located within 300 feet of the planned project were notified. Even if this occurred, this notice is woefully inadequate because:

a. Mitigation impact extends beyond project - The planned mitigation includes changes for the entire length of Adams through Kensington. Those changes occur outside of the 300 foot radius. Those changes themselves should be considered part of the project. Therefore, all property owners located within 300 feet on Adams, for its entire length through Kensington, should also have been notified.

b. Kensington is practically a giant cul-de-sac - All residents of Kensington have to exit the community on Adams. There is simply no other way out. This project sits alongside the main north-south corridor, Marlborough. Therefore, all residents in Kensington are personally affected by this project and morally speaking they deserved to be notified of this proposal.

c. The legal minimum is not an excuse - I encourage you to immediately work to correct the city law that claims that 300 foot notice is sufficient. In the meantime, however, the city staff should not hide behind "doing the minimum required by law". They really should be able to take some initiative and use common sense to realize that the legal minimum is not sufficient. They should have notified the entire neighborhood

2. So-called "workshop" of November 14 - the planning chairman scheduled the workshop and the continuance of the planning committee agenda item to occur with less than 24 hours separating them. This was an extreme burden on the citizens and it is harmful to the deliberative process:

a. Back-to-back events - it is difficult for private citizens, especially on one-weeks notice, to arrange to attend a workshop that lasted until nearly midnight and then to turn around and make the city planning meeting the next morning. This is a real hardship and it was unnecessary. It would have been more proper to space the two events out by a week or more.

b. Flawed facilities - The neighborhood planning committee volunteered to host the workshop, yet they were woefully unprepared to do so:

i. They originally convened the meeting in a space that was far too small for the number of people trying to attend. Some people left as a result and never had the opportunity to participate.

ii. Room had no handicapped access - not only was the original room too small to hold everyone, to the extent that the people packing in doubtless constituted a fire hazard, it was also in an upstairs room that seemed to be accessible only by stairs.

iii. The committee pushed ahead with their existing agenda. Despite full knowledge of the fact that the vast majority of the community was there for the Kensington Terrace discussion, they continued on with lesser agenda items, wasting countless person-hours of the assembled group.

iv. The approach to the Kensington Terrace item was flawed. Once the committee finally got to the item that everyone wanted to hear about, they should have started with a coherent plan explaining the proposed development project and why the committee recommended approving it. They did not do this. They went almost directly into questions, many of which would have been covered by a basic presentation. The developer did not get a chance to speak until well into the process.

c. Name and purpose misleading - A "workshop" implies that people are coming together to work on something, yet it was clear from the meeting that neither staff nor the developer were in a position to change anything about the project as a result of feedback in the meeting. Certainly not in the <24 hours provided by the scheduling. I believe the purpose of the workshop was really for the planning commission's benefit - the hope being that fewer people would stay the course to appear at a third meeting and consequently the committee might be able to save some of their own time.

3. Unprofessional conduct November 8 - during the November 8 planning committee meeting, the chairman behaved in a very unprofessional manner with respect to colleagues in the city attorney's office:

a. Sniping at the attorney's office - The chairman said the city offices were not communicating and that they should be on the same page with regards to this project

i. First of all, all city offices should NOT fall into lock-step with each other. They all have their different purviews and they need to be free to make their own recommendations and raise their own concern.

ii. Secondly, it was the height of presumption for him to assume that any fault lied solely with the city attorney side - It would have been far more gracious and realistic to acknowledge that both offices might be able to take steps to improve their interaction with each other.

b. Heavy handed control of the meeting - The chairman rarely yielded the floor, either to the audience or to other members of the committee. He tended to lead each person who did get to speak into exactly the areas he wanted discussed, and no others.

Thanks very much and best regards,

John

John M. Garrison

001476

Executive Director of Sales, Major Accounts

CambridgeSoft

T 619-756-6049

F 619-546-6428

C 408-482-9902

Skype:john.m.garrison

jgarrison@cambridgesoft.com

From: bonnie.hartmeyer@cubic.com
Sent: Thursday, November 15, 2007 8:28 AM
To: John Fisher
Cc: ToniAtkins@E2K7.Migration
Subject: Kensington Terrace Project

Hello -

Thank you for attending our community meeting last night with your staff and Kensington Church.

I am very concerned about the Kensington Terrace project.

1) It will increase the traffic problems on and around Adams Avenue and Freeway 15.

The Traffic Expert who spoke last night may be very familiar with government codes and studies - but he did not appear to have any actual familiarity with the neighborhood.

And he seemed to have no answers or creative solutions to the CURRENT traffic problems, much less the additional load of a large project.

We need the San Diego Planning Department to work with us on traffic solutions.

2) We also want the Planning Department to ensure that there are enforceable, limited, conditional Use Limits placed in the original and subsequent agreements.

No adult content, check cashing, fast food, or 7-11's in Kensington.

3) Although aesthetics may not be specifically in the Codes, we need the Planning Department to ensure that new buildings do not ruin the character of the neighborhood.

We need:

Additional Setbacks from the front curb for 2nd and 3rd stories (NO skyscraper alley)

Architecture to fit into Kensington

Landscaping to enhance the neighborhood

Thank you for all your hard work for our mutual benefit.

Sincerely,

001478

Bonnie Hartmeyer Hankley

4835 Hart Drive

San Diego, CA 92116

619 281-3960

From: ekristysummers@jmusu.com
Sent: Thursday, November 15, 2007 8:18 AM
To: John Fisher
Subject: Ken-Terrace

Good Morning,

Thank you & the rest of the Planning Services staff who so courageously fielded the discussion last night at the Kensington Community Church. Your efforts & time are appreciated.

My husband & I are long time residents & property owners in Kensington. We vigorously oppose this project for the following reasons:

- 1) it's size is excessive for the neighborhood
- 2) the traffic routing OUT of the neighborhood at peak hours has not been adequately devised; the explanations from the traffic engineer were unsatisfactory
- 3) safety of the neighborhood children due to the two way alley traffic is a MAJOR concern
- 4) the neighborhood 'village' character & historic nature will permanently diminish
- 5) It's unclear & insincere of the developer to claim 'benefits' to the neighborhood from this project

In conclusions, we oppose this project for the above reasons. Thank you for presenting our concerns to the Planning Commission.

Elayne & Mitch Summers
4365 Alder Drive
San Diego, CA
(619) 528 - 1997

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Fisher, John 001480

From: thirdfred@msn.com
Sent: Thursday, November 15, 2007 8:09 AM
To: John Fisher
Cc: AChesebro@E2K7.Migration; Marlon Pangilinan
Subject: RE: Kensington Terrace

Good morning all:

I would like to send a small thank you for your dedication to the Kensington Talmadge Community. Last night could have turned out much worse without your commit and late night to this project.

Sincerely,

Fred J. Lindahl III
4550 Estrella Ave
San Diego, CA 92115

Fisher, John

From: thirdfred@msn.com
Sent: Thursday, November 15, 2007 7:54 AM
To: John Fisher; AChesebro@E2K7.Migration; Marlon Pangilinan
Subject: Kensington Terrace Project

Dear Mr. Fisher:

I would like to formally submit my approval for the proposed Kensington Terrace project.

Sincerely,

Fred J. Lindahl III
4550 Estrella Ave
San Diego, CA 92115

Fisher, John 001482

From: yendork@cox.net
Sent: Thursday, November 15, 2007 7:28 AM
To: John Fisher
Subject: Kensington Terrace Project Objection

Mr. Fisher,

I would like to take just a moment to express, for the record, my opposition to the approval of the Kensington Terrace Project at Marlborough and Adams in the Community of Kensington in San Diego.

While I do understand that the guidelines for the use code may have been partially or completely considered in your recommendation for approval, I do not believe that Community opinion has been considered for the variations/deviations from code that are being considered in your approval.

I feel we as a community have not been properly represented by our own Planning Committee, and hope that now that the Community has FINALLY been made aware of this project, that we be given a proper opportunity to make our concerns be heard before this project is allowed to proceed.

Thank you,
Rodney Humphrey
4502 Vista Street
San Diego, CA 92116
619-640-3287 - Home
858-212-5727 - Cell

Fisher, John

001483

From: pegrainger@cox.net
Sent: Thursday, November 15, 2007 7:15 AM
To: John Fisher
Cc: pegrainger@cox.net
Subject: Kensington Terrace Project

I, Peggy Grainger was raised in this unique, traditional area of San Diego, called Kensington, since my birth. My Uncle was an early developer and the subdivision called Evelyn Place was named after my Aunt. Please do not allow the ambiance of one of San Diego's finest communities to be destroyed.

Why take this Historical area of San Diego and turn it into a high traffic congested community for the sake of a view greedy Developers.

Please preserve this unique Historical community for our future generations .

Thank you,

Virginia and Peggy Grainger
Residents and homeowners of Kensington.
5176 East Bedford Drive San Diego, CA. 92116 ,

Fisher, John 001484

From: czarneucci@cox.net
Sent: Thursday, November 15, 2007 7:01 AM
To: John Fisher
Subject: kensington terrace project #105244

Sir
I would like to voice my opposition to the kensington terrace project and have entered into the public record

thank you
Rich Czarniecki
4020 So. Hempstead Circle
San Diego 92116

Fisher, John

From: petrden@cox.net
Sent: Thursday, November 15, 2007 6:40 AM
To: John Fisher
Cc: AChesebro@E2K7.Migration; Planning Commission; jlezny@cox.net
Subject: I support the Kensington Terrace Project

I am unable to be at today's meeting - sent letter last week to Planning Commission

I am in support of the Kensington Terrace project going before the Planning Commission today

Please approve project as submitted and allow developer to proceed

I believe it is well designed, allowed by zoning (with a modest deviation) and in keeping with the commercial district

It will replace obsolete and vacant land uses

I understand that growth will bring changes - including traffic - but I am hopeful the developer and community can agree on appropriate mitigation measures

Allard Jansen has an admirable track record in Kensington - I think he will do a great job!

Thanks!

pdf

Peter F. Dennehy

4617 East Talmadge Drive

San Diego, CA 92116

619.563.7889

petrden@cox.net

Fisher, John

From: frank.doft@i-3com.com
Sent: Thursday, November 15, 2007 5:24 AM
To: John Fisher; JustFrank@cox.net; LAnderse@sdccd.edu
Subject: Opposition to Kensington Terrace

Dear Mr. Fisher,

I am a homeowner and resident of the Kensington community of San Diego. I have owned the house I live in, at at 4345 Middlesex Drive 92116, for more than ten years. I OPPOSE the proposed development at the corner of Marlborough Drive and Adams Avenue known as Kensington Terrace. My wife Libby and I chose to live in the community of Kensington because of its charm. That charm has been eroded over the years by some of the development on Adams. The proposed Kensington Terrace project and related "mitigations" in the surrounding area will SEVERELY impact the traffic and egress / ingress to the neighborhood North of Adams Avenue with no real benefit. Traffic is often backed up on both Marlborough Drive and Adams Avenue now and this will only get MUCH worse if the project is approved. And for what benefit to the community? I can see no benefit for Kensington, so I can only assume the reason for this project is to benefit the developers who don't live in Kensington. Again, as a resident of Kensington I OPPOSE this development.

Thank you for your consideration,

Frank Doft
4345 Middlesex Drive
San Diego, California 92116

Fisher, John

001487

From: liliancooper@cox.net
Sent: Thursday, November 15, 2007 1:01 AM
To: John Fisher; ToniAtkins@E2K7.Migration; DSDEAS DSDEAS
Subject: Kensington Terrace Project 10524

To: Members of the Planning Commission

RE: Kensington Terrace - Project 10524

Thank you for allowing residents to voice their concerns. My name is Lilian Cooper. I have resided at 4817 Kensington Drive for 17 years.

I feel our community's concerns are being minimized. There needs to be further traffic studies and a full environmental impact report.

Adams Avenue is a place where 6 businesses currently have outdoor eating/drinking areas. There is a playground that is heavily used by parents and their children all hours of the day. There is a preschool with its playground in the same block of this proposed development. Again, I emphasize that this is a community in which people are out and about constantly. AIR QUALITY AND HEALTH/SAFETY RISKS MUST BE ADDRESSED.

A further increase in traffic will be a hazard to pedestrian safety.

Since the Starbucks development went in, there has been increased congestion at the corner of Marlborough and Adams. As a direct result, drivers are more in a hurry and use/speed on Kensington Drive to exit the neighborhood. Ours as well as many other cars parked on Kensington Drive have been sideswiped and had mirrors broken off. Recently my neighbor was hit in the crosswalk on Marlborough/Adams, requiring extensive surgery to restore use of her hand, and my son and I were almost hit in the crosswalk by drivers making left turns onto Adams from Marlborough. ADDITIONAL TRAFFIC SIGNALS AND CROSSWALKS ARE NOT THE ANSWER TO PEDESTRIAN SAFETY; LESS TRAFFIC AND CONGESTION IS THE ANSWER.

Also, at our meeting this evening, Nov. 14, it was stated by the city's representative from the Traffic Department that they were trying to minimize "conflict between pedestrians and traffic" regarding this new development; hence there were no driveways on Adams Avenue in front of the project. However, it was also stated that there would be an estimated 600 vehicles per day entering/exiting the two-way alley that is being widened to accommodate driver access to this project. Given that Marlborough is a main pedestrian walkway to the park, library, business district, and a preschool, HOW ARE PEDESTRIANS ON THE EAST SIDE OF MARLBOROUGH GOING TO BE PROTECTED FROM THE INCREASED TRAFFIC (estimated 600) ENTERING AND EXITING THE ALLEY BEHIND THE NEW DEVELOPMENT?

Another point that was brought up tonight is the alley that runs parallel between Marlborough and Edgeware. This alley feeds into the alley that will be used as the main exit/entrance to parking for Kensington Terrace. It was rightly pointed out that drivers, faced with any congestion getting out onto Marlborough or Edgeware, may choose to turn

001488
instead onto the other alley and exit onto Alder, one block south of Adams. There are residential units with doorsteps directly on this alley, as well as a preschool at the end of it. Children from the preschool cross this alley to go from the church facilities to the playground which is directly facing the alley also. INCREASED TRAFFIC ON THIS ALLEY WILL BE EXTREMELY DANGEROUS TO BOTH RESIDENTS AND STUDENTS/FACULTY OF THE PRESCHOOL. The traffic representative did not indicate that this second alley was taken into consideration. Mr. Fisher, in reply to this concern, stated that alleys are public right of ways and that anyone has a right to use them.

Also, in comments solicited and due Sept. 26 (with very little advance notice) I asked: How often will Kensington Drive become the main outlet neighborhood traffic because Marlborough/Adams area will be blocked or congested due to construction? This will greatly impact air quality, noise levels, and traffic flow. The response from the city was: "Anticipated traffic, air quality, and noise impacts during construction would be temporary and would be addressed when the applicant submits a Traffic Control Plan and conformance to local, state, and federal regulations."

First of all, I don't consider 19 months minimum of construction to be temporary in terms of a potential threat to health. Second, why is it OK to submit a Traffic Control Plan AFTER this project is approved?-It should be seen by residents BEFORE approval.

Even if you accept the argument that construction is temporary and therefore residents should not be concerned, the city has also failed us in allowing this project to go forward without an environmental study, stating that, "The City of San Diego has...determined the proposed project will not have a significant environmental effect and an Environmental Impact Report will not be required." When examining the Initial Study, as far as I can determine, the main issue addressed was the hazardous materials from excavating the gas station site. I want the city to address an even greater and far more long term hazard-that of fine particulates caused by additional traffic flow both during construction and in the years to come due to this project.

People move into this area from areas like Mission Hills, Hillcrest, La Jolla, Del Mar, etc. because it is more residential without the heavy traffic and congestion of former residences. This is a walking neighborhood. Go out any morning starting at 5am, extending well into the evening hours, and you will see children playing in the library park, people walking, exercising, and taking their kids and/or dogs for walks taken. Already, due to the opening of Interstate 15 adjacent to Kensington, there is increased particulate matter in the air, as evidenced by complaints of increased black soot and dust inside homes and outside on driveways, windowsills, sidewalks, and plants.

The health hazards of fine particulates caused by additional traffic is not to be minimized!!

Here are just a few facts from legitimate studies from the American Heart Association, University studies, and the U.S. Environmental Protection Agency (EPA), to name a few.

Here are some study titles and facts:

- * Fine particulate matter from traffic may influence birth weight.
- * Long term exposure to air pollutants is an important independent risk factor for

lung cancer. Sources of small particulates include bus, truck and auto exhaust.

CC1488

* The number of deaths from lung cancer increases 8% for every additional 10 micrograms of fine particulate matter found in a cubic meter of air.

* High levels of traffic pollution are known to increase the risk of heart attack in the immediate hours or days after exposure (This applies especially to diesel engines, which will be heavily used during construction and for deliveries to new businesses-my comments)

* Inhalation of Fine Particulate Air Pollution and Ozone Causes Acute Arterial Vasoconstriction in Healthy Adults.

* Women in Polluted Areas At Higher Risk of Cardiovascular Disease.

You get the idea.....CLEARLY, AN ENVIRONMENTAL IMPACT REPORT IS NEEDED THAT ADDRESSES INCREASED AIR POLLUTION DUE TO INCREASED TRAFFIC COMING TO THIS NEW DEVELOPMENT, BOTH DURING CONSTRUCTION AND AFTER COMPLETION OF THE PROJECT.

Please consider the above concerns and do further traffic studies, as well as a complete environmental impact study.

001491
Fisher, John

From: JGarrison@cambridgesoft.com
Sent: Thursday, November 15, 2007 1:01 AM
To: John Fisher
Subject: Concerns about the Kensington Terrace project - John M. Garrison
Attachments: image002.jpg; John Garrison.vcf



image002.jpg
(178 KB)



John
arrison.vcf (273 KB)

Dear Mr. Fisher,

Thanks very much to you and your staff for coming to address a large portion of Kensington concerning the planned development known as Kensington Terrace. I hope you had a safe trip home late at night when the meeting finally ended. Please pass on to your supervisor my opinion that you did a fabulous job of keeping your cool and keeping the meeting moving along. I found the meeting to be helpful and informative but I still have serious concerns about both the project and the process by which the city conducts these types of affairs.

I trust that you will also please add this e-mail to the packet of all members of the planning commission. There are several flaws with the project, the proposed "mitigation" to the project, and in the over-all process that has led us to this point. Therefore, I must request that the committee table consideration of this project for a sufficient length of time as to allow these concerns to be remedied.

Concerns about the project itself:

1. Traffic plan - (Please see map below) I believe that the plan for two-way traffic in the alley is flawed. I think a one-way clockwise rotation on the north and west sides would be better. Currently, traffic heading south on Marlborough backs up due to the light on Adams. The back-up often extends to the north of the alley which fronts the north side of the proposed project. If traffic is coming out of the alley headed westbound, they will find there is no room for them to turn left onto Marlborough to get to Adams. I believe it would be far better to have them travel only clockwise so that this problem does not occur.

2. Building aesthetics - The building design, while not overtly offensive in terms of its elevation, is not overly attractive either. I believe that a Spanish style exterior is more in keeping with the vast majority of the architecture in Kensington. The developer has verbally said he wants the building to fit in, but unless that is codified as a formal condition of any development then the reality is he will be able to make those types of decisions unilaterally.

3. Environmental - Given that the existing site contains a gas station that is known to have contaminated some of the soils, I believe a more thorough environmental study should be required before any project is allowed to proceed.

4. Errors in analysis

o Square footage of "convenience store" - the so-called convenience store existing on the site is really just a part of the gas station. The gas station has a room where customers walk in to pay for their gas, since no credit cards are accepted at the pump. This room houses a single cashier, a couple of drink storage refrigerators, and some very

small racks of miscellaneous products. It was claimed in the city report that this store is 650 square feet. It is much smaller than that, and it is not even a separate business. It is part of the gas station. Therefore, the "existing traffic impact" of this "convenience store" has been greatly over-stated.

o Gas station round trips - Likewise, the number of round-trips due to the existing gas station has also been grossly exaggerated. That gas station is on Adams several blocks off the 15. Adams is a virtual dead-end. There is almost no through traffic coming off-15 and going all the way down Adams to exit Aldine. All traffic on Adams is heading to a destination on Adams or in the neighborhood. Absolutely no one is coming into Kensington to go that gas station. There are much more convenient gas stations (for a non-resident) on El Cajon or on Adams west of 805. The only people who use that gas station are residents or people who are already on Adams. They are not making a special trip to stop there, they are pulling into the gas station on their way through. Therefore, the analysis of current traffic due to the current buildings on the project side is grossly over-estimated.

5. Coordination - Since there are other potential projects occurring in the neighborhood, I am worried about the cumulative affects of construction traffic, road closures, and the like. For instance, there are some plans to build a new retaining wall on Aldine. There are questions about removing barricades on Terrace drive. There is a plan to replace the neighborhood sign that hangs over Adams Avenue. There is continual work happening in the neighborhood with regards to water and sewer pipes. I have heard of a tentative plan to bury electrical lines. Without control and coordination by the city to ensure that these are not occurring all at once, there could be a dramatic impact on traffic and safety in the community for whatever time period the projects are overlapping.

Concerns about the mitigation plan:

I believe the mitigation plan is not only insufficient to address the impact of the proposed development project - it will actually make matters worse and will further degrade the character of the neighborhood:

1. Raised median - the mitigation plan calls for a raised barrier in Adams, just East of 15. Tonight, it was explained that this is to prevent people from making left turns off of Terrace (the very first street parallel to 15) onto Adams. This is a solution to a problem that does not exist. No one tries to make a left turn out of those streets because it is prevented by the very volume of traffic. Therefore, a raised median is unnecessary. Furthermore, a raised median is harmful. Currently, trucks that are coming northbound on 15 and then exiting to go east onto Adams often cannot make that right-hand turn without traversing over the curb on their right-hand (southeast) side. A raised median in the center of Adams would make it even more difficult for them to turn.

2. Light on Kensington - the mitigation plan calls for a light at Kensington. This is a mistake. Currently, east-bound traffic on Adams is able to easily make a left-turn onto Kensington because oncoming traffic is stopped one block further east, at Marlborough. A light at Kensington would prevent this because oncoming traffic (westbound traffic on Adams) would be stopped right there at Kensington as well. It would be possible to have this light include a left-turn signal, but obviously that would make the light take longer to run through its complete cycle, causing more impacts on traffic delays on Adams both eastbound and westbound.

3. Pair of lights - With a new light proposed for Kensington at Adams, along with the existing light at Marlborough and Adams, there will not be sufficient room for all the people who want to head East on Adams and then turn north onto Marlborough to reach this planned project. The space between the lights is simply too short to accommodate enough cars.

4. Re-striping for turn lane - the proposed mitigation is to re-stripe Adams with a central turn lane all the way East to Aldine. This is a mistake. It will only encourage more property owners on the eastern (business-zoned) portion of Adams to expand their businesses, which in turn would generate more traffic.

Concerns about the process:

1. Notice - The city may or may not have given the legally required notice of this planned project. We have been told that all property owners located within 300 feet of the planned project were notified. Even if this occurred, this notice is woefully inadequate because:

a. Mitigation impact extends beyond project - The planned mitigation includes changes for the entire length of Adams through Kensington. Those changes occur outside of the 300 foot radius. Those changes themselves should be considered part of the project. Therefore, all property owners located within 300 feet on Adams, for its entire length through Kensington, should also have been notified.

b. Kensington is practically a giant cul-de-sac - All residents of Kensington have to exit the community on Adams. There is simply no other way out. This project sits alongside the main north-south corridor, Marlborough. Therefore, all residents in Kensington are personally affected by this project and morally speaking they deserved to be notified of this proposal.

c. The legal minimum is not an excuse - I encourage you to immediately work to correct the city law that claims that 300 foot notice is sufficient. In the meantime, however, the city staff should not hide behind "doing the minimum required by law". They really should be able to take some initiative and use common sense to realize that the legal minimum is not sufficient. They should have notified the entire neighborhood

2. So-called "workshop" of November 14 - the planning chairman scheduled the workshop and the continuance of the planning committee agenda item to occur with less than 24 hours separating them. This was an extreme burden on the citizens and it is harmful to the deliberative process:

a. Back-to-back events - it is difficult for private citizens, especially on one-weeks notice, to arrange to attend a workshop that lasted until nearly midnight and then to turn around and make the city planning meeting the next morning. This is a real hardship and it was unnecessary. It would have been more proper to space the two events out by a week or more.

b. Flawed facilities - The neighborhood planning committee volunteered to host the workshop, yet they were woefully unprepared to do so:

i. They originally convened the meeting in a space that was far too small for the number of people trying to attend. Some people left as a result and never had the opportunity to participate.

ii. Room had no handicapped access - not only was the original room too small to hold everyone, to the extent that the people packing in doubtless constituted a fire hazard, it was also in an upstairs room that seemed to be accessible only by stairs.

iii. The committee pushed ahead with their existing agenda. Despite full knowledge of the fact that the vast majority of the community was there for the Kensington Terrace discussion, they continued on with lesser agenda items, wasting countless person-hours of the assembled group.

iv. The approach to the Kensington Terrace item was flawed. Once the committee finally got to the item that everyone wanted to hear about, they should have started with a coherent plan explaining the proposed development project and why the committee recommended approving it. They did not do this. They went almost directly into questions, many of which would have been covered by a basic presentation. The developer did not get a chance to speak until well into the process.

c. Name and purpose misleading - A "workshop" implies that people are coming together to work on something, yet it was clear from the meeting that neither staff nor the developer were in a position to change anything about the project as a result of feedback in the meeting. Certainly not in the <24 hours provided by the scheduling. I believe the purpose of the workshop was really for the planning commission's benefit - the hope being that fewer people would stay the course to appear at a third meeting and consequently the

001434
committee might be able to save some of their own time.

3. Unprofessional conduct November 8 - during the November 8 planning committee meeting, the chairman behaved in a very unprofessional manner with respect to colleagues in the city attorney's office:

a. Sniping at the attorney's office - The chairman said the city offices were not communicating and that they should be on the same page with regards to this project

i. First of all, all city offices should NOT fall into lock-step with each other. They all have their different purviews and they need to be free to make their own recommendations and raise their own concern.

ii. Secondly, it was the height of presumption for him to assume that any fault lied solely with the city attorney side -It would have been far more gracious and realistic to acknowledge that both offices might be able to take steps to improve their interaction with each other.

b. Heavy handed control of the meeting - The chairman rarely yielded the floor, either to the audience or to other members of the committee. He tended to lead each person who did get to speak into exactly the areas he wanted discussed, and no others.

Thanks very much and best regards,

John

John M. Garrison

Executive Director of Sales, Major Accounts

CambridgeSoft

T 619-756-6049

F 619-546-6428

C 408-482-9902

Skype:john.m.garrison

jgarrison@cambridgesoft.com

From: jaygergon@cox.net
Sent: Thursday, November 15, 2007 12:44 AM
To: John Fisher
Subject: I support the Kensington Terrace Project!!!

Please don't let the vocal opponents of this project speak for me or my next door neighbors. They are only there to protect their properties and could care less that this project is good for the neighborhood. I live on the first block south of Adams Ave, on Biona Drive and encourage the planning committee to approve this project as presented by the developer.

The gas station is a neighborhood blight and I look forward to it disappearing. Kensington Terrace with the use of the block so there is NO reason why it shouldn't be built.

In the end, I'd rather see this city grow up instead of out and I think this development allows that.

Sincerely,
Jay G. Gonzales
Kensington Resident

Fisher, John

From: ekblase@yahoo.com
Sent: Thursday, November 15, 2007 12:20 AM
To: John Fisher
Cc: ekblase@yahoo.com; thirdfred@cox.net
Subject: I support Kensington Terrace

Dear John,

Thank you for doing an excellent job of facilitating tonight's Ken Tal Planning Committee meeting. I'm Erich Blase, the Secretary/Treasurer of the group, and I spoke in support of the project.

Here are my reasons why I voted to approve this project:

1. It's Allard's right to build on his property. He could build a 50 ft/30 ft high block if he wanted, but he was willing to work with the KTPC and the Project Review sub-committee to make something that we could live with.
2. This is the first project I've worked on that has excess parking.
3. I appreciate the green aspects (Leed cert, green roof, photovoltaics) of it. If he went green to expedite the process, it just means that particular carrot is working.
4. I hate the gas station for any number of reasons. Aesthetics to environmental.
5. I don't think that the traffic increase is going to be near the problem people think it is. Because it's mainly business tenants, incremental traffic will flow in the opposite direction to the general peak hour flows: in during the morning and out during the evening.
6. The proposed light at Kensington and Adams (much as I hate lights) will make for better pedestrian safety. I see people standing in the middle of Adams virtually every day, trying to make it across that last half of the street.
7. I think this kind of development is good for greater San Diego. The residential units here mean no wild lands were developed.
8. I think the development he put in now occupied by Starbuck's et al has been a boon to the village center.

Thanks for letting me voice my opinion.
Erich Blase

Get easy, one-click access to your favorites. Make Yahoo! your homepage.

001497
Fisher, John

From: jim@jgspermitservice.com
Sent: Thursday, November 15, 2007 12:09 AM
To: John Fisher; Marlon Pangilinan
Subject: Kensington Terrace Follow Up: 11.14.07

Gentlemen,

I am the person who brought up the question of the definition of "Character" at the meeting this evening. As I mentioned, the term is used in more than one place in the Staff Report approving the project. I admit that I majored in Philosophy, so I have a certain bias. However, I believe the term has concrete applications; especially in such cases before us. I've included a dictionary sample below. The essential point to be made is that, if "character" is subjective, why do you use it in a formal document such as an "objective" Staff Report???

Mr. Pangilinan, you contend that there is a three story building across Adams Ave. @ Marlborough Dr. Please tell me the address of this building. There are a few two story buildings that are set back from the street on a higher grade (they've been there for generations). I am not, however, aware of any three story buildings in that vicinity.

Bottom line, I fail to see how the proposed project will complement or comply with the character of Kensington. I ask that you qualify your use of the term.

The peculiar quality, or the sum of qualities, by which a person or a thing is distinguished from others; the stamp impressed by nature, education, or habit; that which a person or thing really is; nature; disposition.

Sincerely,

Jim Symons
4666 Edgeware Rd.
San Diego, CA 92116

Fisher, John

From: home@studioconover.com
Sent: Thursday, November 15, 2007 12:08 AM
To: John Fisher
Cc: cc@studioconover.com
Subject: Kensington Terrace
Attachments: Kensington Terrace Current Traffic sml.pdf; ATT00001



Kensington ATT00001 (210
 race Current Tra B)

Mr. Fisher,

I respectfully request that my email be included in the city's consideration of the Kensington Terrace project before the Planning Commission November 15, 2007. I would also ask that the enclosed diagram be passed out to all members of the staff and the commission.

I understand that the staff is recommending the commission approve this project but as a resident I feel that our concerns for the traffic and safety issues are not adequately being considered.

The very narrow streets of Marlborough and Kensington Drive are the only access hundreds of residents have to their homes to the north. I don't think the current traffic study considered this in their review of what they feel Adams can handle.

I am most seriously shocked that the traffic study would find the attached solution acceptable for the alley north of the project.

This diagram indicates the alley traffic pattern currently proposed by the developer. Please note that I neglected to add the red arrows to the driveway that currently feeds onto this alley, so it is even more congested than the diagram represents.

Please allow for the fact that two way traffic in this short, tight alley feeding from so many points and with a volume of cars that could reach 1000 - 1200 (half the anticipated added ADT's) is an exceedingly flawed design. The safety of the pedestrians trying to cross in front of either of these alley entrances, and the cars turning at visually restricted points is a catastrophe guaranty. Please also note that this alley is less than a block away from a church & preschool and the pedestrians those service.

I'm not anti-development and I appreciate the effort towards a LEED accreditation, but Kensington already has the walkable village model in place. Why consider a 52,000 sq. ft. building where a commercial street is transitioning to purely residential. I would like to see a project here that is in scale with the one & two story structures along all of Adams, not the rare exception of three stories. There are only 6 three story buildings and no four-story as precedence along this full 3 mile stretch, one of which is the developer's previous building that was already out of scale.

Please vote NO on the project in its current state.
 Thank you,
 Cecelia Conover

4990 Westminster Terrace
 San Diego CA 92116

001489

Fisher, John

From: bxwaite@pacbell.net
Sent: Wednesday, November 14, 2007 11:54 PM
To: John Fisher
Subject: kensington project

John,

You stated this email would be part of the record for the Planning Commission meeting November 15, 2007.

For your information -

1. The developer did commit to living and working at his proposed project at one of the workshops he mentioned.
2. There should be a condition restricting delivery hours similar to a recently approved project in Carmel Valley.
3. Regarding zoning - the Ken Tal Planning Committee discussed the idea of rezoning Adams Avenue. Marlon Pangilinan of the Planning Department at a 2007 planning meeting stated there is no way to get Adams Avenue rezoned. I believe this is one of the largest community issues. You stated the community needed to discuss with their council person but did not state how the process would work. I believe this is a requirement to the community. I hope you will provide a process on how to start the potential rezoning of Adams Avenue.

Please provide a response to my email.

Bill Crosthwaite
619-281-2456
bxwaite@pacbell.net

Fisher, John

From: jim@jgspermitservice.com
Sent: Wednesday, November 14, 2007 11:52 PM
To: John Fisher; mpagilinan@san-diego.gov
Subject: Kensington Terrace Follow Up: 11.14.07

Gentlemen,

I am the person who brought up the question of the definition of "Character" at the meeting this evening. As I mentioned, the term is used in more than one place in the Staff Report approving the project. I admit that I majored in Philosophy, so I have a certain bias. However, I believe the term has concrete applications; especially in such cases before us. I've included a dictionary sample below.
The essential point to be made is that, if "character" is subjective, why do you use it in a formal document such as an "objective" Staff Report???

Mr. Pangilinan, you contend that there is a three story building across Adams Ave. @ Marlborough Dr. Please tell me the address of this building. There are a few two story buildings that are set back from the street on a higher grade (they've been there for generations). I am not, however, aware of any three story buildings in that vicinity.

Bottom line, I fail to see how the proposed project will complement or comply with the character of Kensington. I ask that you qualify your use of the term.

The peculiar quality, or the sum of qualities, by which a person or a thing is distinguished from others; the stamp impressed by nature, education, or habit; that which a person or thing really is; nature; disposition.

Sincerely,

Jim Symons
4666 Edgeware Rd.
San Diego, CA 92116

001501

Fisher, John

From: mckilman@cox.net
Sent: Wednesday, November 14, 2007 11:33 PM
To: John Fisher; Planning Commission
Subject: Recommend EIR: "Kensington Terrace" (Project 105244)

Importance: High

Given the size of the project relative to this neighborhood, it is imperative that the City require a full Environmental Impact Report (EIR), to ensure adequate public review and thorough agency analysis of any and all substantial negative impacts..

The current analysis undertaken by the Planning Commission fails to adequately address the cumulative impacts of this large-scale project on the Kensington neighborhood.

-- Matthew Kilman (resident of Kensington at 4320 Alder Drive)

Fisher, John 001502

From: Iguarnotta@cox.net
Sent: Wednesday, November 14, 2007 10:43 PM
To: John Fisher
Subject: Kensington Terrace

Please be advised that we are IN FAVOR of Kensington Terrace.

Thomas L. and Louise A. Guarnotta
5262 Marlborough Dr.
San Diego 92116

From: kim.gregory@cox.net
Sent: Wednesday, November 14, 2007 11:17 PM
To: John Fisher
Subject: response to "workshop" re Kensington Terrace project

Dear Mr. Fisher,

I was at the "workshop" in Kensington tonight and out of all the focus on traffic, parking, community character and its preservation - and the developer's claim that he is sensitive to that - the most disturbing takeaway for me was that Mr. Jansen disclosed that he is a major property owner on Adams Avenue. He also stated that he is maximizing the scale of the Kensington Terrace project to take full advantage of the FAR so that he can recoup his costs. He also - when asked how this project will benefit the residents of Kensington - did everything to sell a puff piece on how "green" this project is, how encouraging of "smart growth" it is and how he built it with the vision that residents will want to work where they live by taking office space in his project. How many residents - if they were to buy into that vision - would that affect? A miniscule minority. He still dodged and never answered in a coherent or on-point way what exactly are the benefits to the community. Why? Because there are none.

This project is grandiose in scale. It is not in keeping with the heritage of Kensington as a residential village. Kensington was never intended to incorporate a commercial district like that of Hillcrest or Mission Hills. Ours is the oldest planned community in San Diego and it was designed for people who live here. This behemoth project is the second project by Mr. Jansen in Kensington, and the writing is on the wall that, since he is a major property owner on Adams Avenue, and because the zoning permits it, inevitably there will be more bulldozing of the bungalow businesses to the east of the current project to facilitate his vision of "smart growth."

Why doesn't City staff have the vision and strength to say "no" to this - or other - developers? Why must the Planning Commission give carte blanche to deep pockets who want to benefit the few at the expense of the many? There is nothing beneficial about this project - traffic and parking issues being among the many reasons why it is flawed. Everyone, and I mean everyone, who lives in Kensington (which I define as north of Adams Avenue), will be impacted by this project whether they like it or not, because we are a deadend community, with limited access in and out of our community. Everyone will be forced to navigate to their homes through the traffic snarls that are destined to be created, and for what - to have the "benefits" of new businesses that will be brought to our doorsteps? Bunk.

Mr. Jansen is a single individual who stands to benefit. We, the residents, must live with this project FOREVER, and it will forever change the complexion and character of Kensington, as well as continue the dangerous and disturbing trend that has been approved and accommodated by the San Diego Planning Commission. There WILL be more "broad" development by Mr. Jansen - who even boasts about his commercial portfolio on his website, saying, "The firm provides urban planning solutions at a broad scale." How much more of an agenda need we point to than that for exactly what Mr. Jansen is about; and it disappoints me to witness the disrespect and complicity of the San Diego Planning Commission in its rubber stamping of a project that will undermine one of this city's premiere community jewels.

I know you are "the messenger," and I appreciate your willingness to take receipt of our

emails so that we may become part of the public record.

001504

I strenuously and wholeheartedly object to this project as it is proposed.

Kim Gregory

4361 Alder Drive

San Diego, CA 92116

Email: kim.gregory@cox.net

001505
Fisher, John

From: mgkoonce@cox.net
Sent: Wednesday, November 14, 2007 10:36 PM
To: John Fisher
Subject: in support of Kensington Terrace Project

After attending a presentation on the Ken Terrace Project, along with Planning Commission and Kensington Talmadge Planning Committee meetings, I have concluded that the project has been thoughtfully designed and properly integrated into our community. I would like to take this opportunity to encourage the approval of the project by the commission.

Mike Koonce

Kensington Home Owner and Resident

Fisher, John

From: potter7@attglobal.net
Sent: Wednesday, November 14, 2007 10:15 PM
To: John Fisher
Subject: KENSINGTON

Mr. Fisher,

I am a Kensington resident and attended the meeting this evening, until approximately 9:50pm.

Due to work commitments, I am unable to attend the Planning Meeting on 11/15/07, therefore I ask that my views be made part of the public record.

I question the validity of the traffic study and agree with the City Attorney's office that this project should be reviewed by the EIR. The project should not be approved until a study is complete.

Finally, I would like to show my gratitude to the City of San Diego for investing your time and expertise to facilitate this process. I was very impressed by your ability to manage this conversation and appreciate the presence and presentations from the other city employees. It is reassuring to see this kind of support and investment from our city.

Well done and kindest regards,

Sandra Potter

Kensington resident

Fisher, John

From: annieo2@cox.net
Sent: Wednesday, November 14, 2007 10:14 PM
To: John Fisher
Subject: Kensington Terrace Project

Dear Mr. Fisher:

Thank you for meeting with the residents of Kensington this evening. I would like to go on record that I am opposed to the Kensington Terrace Project. The project is too high-density for our small community and the increased traffic generated by the project will add to an already congested area. I also feel that the destruction of the two single family homes adjacent to the gas station will be a great loss to our community due to their historic significance.

Very truly yours,
Ann Ozgunduz
4625 Van Dyke Avenue
San Diego, CA 92116

Fisher, John

From: lathrop.s@cox.net
Sent: Wednesday, November 14, 2007 10:08 PM
To: John Fisher
Cc: Lathrop.s@cox.net
Subject: Proposed Kensington Project

I have lived in Kensington since since 1970, since I was 18 and moved down from a suburb in Los Angeles with my parents. I cherish this neighborhood as it is and was very alarmed that the proposed project could be replicated further East on Marlborough towards Aldine Drive, encouraged by the proposed road changes on Adams according to city coding as it is now. Our charm comes from the one story businesses and homes East of the proposed project that have existed here starting in the 20's. I went to school in San Luis Obispo and this neighborhood is the closest thing I can find to a small community within a city. It is a very unique community where we walk dogs and actually know our neighbors and it soon to be declared a Historic Neighborhood I am sure that will have restrictions Traffic north of Adams on Marlborough is already very congested and to imagine people coming out of the alley from this project and turning left onto Marlborough will create aloft of confusion and potential accidents. I am sure that the homes that align with the alley are very alarmed. The structure with the Star bucks and lofts has not created much change in traffic at all as many people walk from there homes to Star bucks. I am just so disappointed and so is my 82 year old mother who moved away from Los Angeles and into this charming neighborhood in 1970 which really is like a small town. I am not an attorney as you can tell from the letter, I am a resident that is just so unhappy about the proposed project that will drastically alter the looks of a community of homes built first in the 1920's.

Sincerely,

Susan Lathrop

Fisher, John 001509

From: hblotner@cox.net
Sent: Wednesday, November 14, 2007 9:55 PM
To: John Fisher
Subject: kensington terrace

To: The SD Planning Commission
From: Heidi Blotner
Re: Proposed Development of Kensington Terrace
Date: November 14, 2007

I am very much in support of the proposed development of Kensington Terrace. I look forward to replacing the current (unsightly) gas station with an architecturally appealing community mixed use structure. I appreciate the well designed structure (consistent with the architecture of the neighborhood) that was built west of Marlborough on Adams and enjoy the wonderful shops and restaurants that have enhanced our community. While I too am concerned about the potential traffic implications for our community, I don't want to throw the baby out with the bath water. I trust that the city and the developer will relook at traffic implications based on community concerns voiced at the community meeting this evening. I appreciate the thoughtful development of our unique community and look forward to the addition of Kensington Terrace.

Sincerely,
Heidi Blotner
4148 Palisades Rd
San Diego, CA. 92116

Fisher, John

001510

From: melottermoser@att.net
Sent: Wednesday, November 14, 2007 9:37 PM
To: John Fisher
Subject: Kensington Village

Please so not approve the new project planned for the center of our little community at Adams and Edgware. It will bring in so much traffic as well as destroy the whole feel of a wonderful residential neighborhood.

We do not need renovating or developing. We are not a run down, depressed area. We are a wonderfully unique family orientated neighborhood, an oasis in the center of a fast paced city. Please care enough to consider the residence feelings above an outside developer.

Mary Ellen Lottermoser
4662 Van Dyke Ave
San Diego, CA 92116
Resident of Kensington for 34 years

001511

Fisher, John

From: jduckett@cox.net
Sent: Wednesday, November 14, 2007 9:27 PM
To: John Fisher
Subject: Kensington Terrace Project

I am very much IN FAVOR of the proposed project for Adams Avenue. Those of us who support the project were never called on at the community meeting tonight, and it was most irritating.

Fisher, John

From: Erik.Faucett@colliers.com
Sent: Wednesday, November 14, 2007 9:07 PM
To: John Fisher
Subject: Kensington Terrace

I do support the project. I live at 4668 Edgeware Rd and am in favor of this project. It is well designed and will be good for the community.

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Fisher, John

From: rpirkl@cox.net
 Sent: Wednesday, November 14, 2007 11:25 AM
 To: JerrySanders@E2K7.Migration; DSDEAS DSDEAS; Planning Commission; Jim Fisher;
 Councilmember Atkins
 Subject: FW: Kensington Terrace Project
 Importance: High

Ladies and Gentlemen,

Attached is a letter I sent to Mr. Stricker on October 22 voicing my objections to the Kensington Terrace Project. I would like to take this opportunity to reiterate my position and to encourage you to participate in making sure this project, in its current configuration, does NOT come to fruition for the following reasons:

1. San Diego County more and more looks like one big planned community ala Irvine; please help preserve the integrity of our historic neighborhoods.
2. Kensington is already suffering from significant traffic congestion, which will be significantly exacerbated by the additional cars projected from this project. The proposed solution to the traffic problem only creates a different set of problems, it does not deal with the hard reality that there are limited ways in and out of Kensington and the area cannot handle additional traffic without severely impacting the quality of life we have come to appreciate.
3. More and more in Kensington we experience on street parking from the existing commercial establishments not one or two blocks into the neighborhood, but on weekends even three blocks into the neighborhood. This too will be further exacerbated by the proposed project.

Please note that I am not opposed to any development of that area, but I believe the size and the scope of what is on the table is untenable for the area.

Kind regards,

Rita

Rita M Pirkl
 4068 Hilldale Rd
 San Diego, CA 92116
 619-571-1099
 rpirkl@cox.net

----- Forwarded Message

From: Rita Pirkl <rpirkl@cox.net>
 Date: Mon, 22 Oct 2007 08:55:07 -0800
 To: <dstricker@sandiego.gov>
 Conversation: Kensington Terrace Project
 Subject: Kensington Terrace Project

Dan Stricker and the Planning Commission,

As a long term resident of Kensington I would like to voice my concern and objection to the proposed multi purpose project known as Kensington Terrace Project. The size and construct of this project does not belong in the Kensington neighborhood for a host of reasons, a few of which I list below:

1. Significantly increased traffic and congestion in an area already suffering from both of these issues.

- 601511
2. The proposed solution to both increased traffic and congestion is also problematic in that it will force what limited parking exists on Adams further into our neighborhood, thus making it difficult for residents to park, and making it significantly less safe for children and families.
 3. In the cities draft environmental report, it states, "The proposed development would create significant direct and cumulative impacts under near-term and long-term conditions." This should not be ignored.

I recognize that San Diego is growing; however, Kensington has been a predominantly single family neighborhood since the early 1920's and deserves to have this culture preserved. Please do not allow this project to further push commercial development into one of San Diego's precious early neighborhoods.

While I would gladly attend the hearing/meeting regarding this project on November 8th, I will unfortunately be traveling out of state for work. I trust, you will share with the remaining members of your decision making panel my email and my objection.

Kind regards,

Rita

Rita M Pirk1
4068 Hilldale Rd
San Diego, CA 92116
619-571-1099
rpirk1@cox.net

----- End of Forwarded Message

001515

Fisher, John

From: jchatfield@jcmirealty.com
Sent: Tuesday, November 13, 2007 5:36 PM
To: John Fisher
Subject: RE: Workshop for the Proposed Kensington Terrace Project

John, I will call you at 10am...

Sincerely,

Jim Chatfield

From: Fisher, John [mailto:JSFisher@sanidiego.gov]
Sent: Tuesday, November 13, 2007 5:29 PM
To: Jim Chatfield
Subject: Re: Workshop for the Proposed Kensington Terrace Project

Jim,

Please call me in the a.m. between 9 and 10:30 a.m. when I must leave for an all day meeting. Let's talk about the meeting tomorrow night so we can have the greatest success possible.

jF

John S. Fisher, RLA
Development Project Manager
Affordable/Infill Housing and Sustainable Buildings Expedite Program Development Services
Department City of San Diego
(619) 446-5231

jsfisher@sanidiego.gov

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>>> Jim Chatfield 11/13/2007 2:51 PM >>>
Ladies and Gentlemen,

After meeting with several members of the Kensington Community over the past weekend, we offer the following items as an attempt to focus Wednesday's workshop on the proposed Kensington Terrace project. This list should not be viewed as all-inclusive in representing the entirety of the community's concerns. However, we are hopeful that it covers the majority of the issues in a concise and reasonable manner.

Also, the community respectfully requests that the City take the more active role in presenting the information and responses to the issues below. This will help the community understand how the City analyzed and eventually endorsed the project. However, when the community has asked for a concession from the developer, the community is very interested in how these items will

001516
be documented and memorialized. Additionally, when the developer agrees to a concession, what will be the legal mechanism to make the change? Options such as making any modification or concession a condition of the PDP, or perhaps recording a "Document of Restrictive Covenant" might be the answer. Another option on the issue of "Uses" might be the through CC&R's as long as there is an agreement on how and when CC&R's can be modified.

A. Entitlement

1. Please bring a graphic demonstrating the existing and planned zoning overlays for Adams Ave from I-15 to Aldine.
2. Explain why the CU-3-3 zoning was determined to be the appropriate overlay for the site that was previously CN-1-3, since CU-3-3 appears to be less LESS community serving.
3. Give clear examples of how & when the Conditional Use and Neighborhood Use permits would be used for certain uses contemplated for the project. Explain the exact approval process for each. Explain the "L" designation for "Use is permitted with limitations". Please bring copies of the Land Development Code for reference.

B. Traffic/Parking

1. Full review of the Traffic Study by the consultant and City Traffic Engineer.
2. Review the short and long term plan for Adams Ave.
3. Explain the project's traffic impact on the Adams Ave and the neighboring streets, and how it remains in conformance with CEQA, the City Streets Manual and the Mid City Long Range Plan.
4. Be prepared to demonstrate how the comments from the MND notice period were addressed and/or mitigated.
5. Since the idea of a dual turn lane has been introduced on Adams, explain the decision to have no curb cuts on Adams into/out of the project, and instead bring all vehicular traffic to the alley behind the project.
6. Please expand on the plan and options for restricting commercial traffic into the residential portions of the neighborhood.
7. Explain how the developer will encourage the use of underground parking by patrons of the retail
8. As evidenced by the amount of people that park at the existing gas station while going to Starbucks, when that option is removed, there will be more pressure on the streets. As such, the residents strongly request that the Kensington Terrace project provide 1 above-grade, surface parking space for every 2,000 GSF of retail. These spaces should be 20 minute maximum use.
9. Explain the plan for underground parking security (both day and night).
10. Explain plan to minimize ped vs. vehicular conflicts. The community recognizes that this problem exists today at the developer's Kensington Park project, which should be remedied as well.

C. Uses

Although there must be several meetings to make a list that meets the desires

of the community without being overly restrictive, the group would like to start with the following:

001517

1. No fast food
2. No Adult Content
3. Max size of any one retailer - 5KSF
4. Grocer is permitted, but under 5KSF and no deli
5. No convenience stores
6. No laundry mat
7. No Check Cashing Service
8. No pawnshop or bondsmen
9. Preferred uses: Ice Cream, Bookstore, Clothes Store, Music Store
10. No Semi Truck deliveries or trucks with back-up bells

D. Architecture

1. Edgware. Massing on Edgware should be reduced to a maximum of 20 feet so as to be of scale with this residential street. Also, more care should be taken to individualize the craftsman style town homes.
2. Adams. The entrance to the courtyard should be completely open to above (i.e., not just a portal). This will further break the large massing on Adams into two buildings. Several residents also expressed a desire to see less strong linear lines and/or more A-Line design on this long façade.
3. Marlborough. Reduce the massing north of the stairs to two stories, and enhance the design to be more in keeping with the Spanish Colonial architecture prevalent in Kensington.

Misc

1. Please bring a copy of all Public Notice packages and list of those people/addresses to whom notices were sent (in Excel). Several people are still concerned about the adequacy and timing of the noticing.
2. Trees must be planted to a size equal to the existing on the adjoining streets.
3. Project shall have a Comprehensive Signage Program which is approved at KTPB only after being noticed to the entire neighborhood.
4. The residents feel the developer should have the obligation to test and monitor traffic annually after C of O (for a minimum of 5 years).

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1. Minimum of 1 flag person working whenever work is being conducted

2. Work hours only between 7am to 4pm, Monday through Friday.
3. Developer institutes a 24hour hotline for complaints, which must report all calls to the City.
4. Plan for resurfacing Adams after work is complete
5. No staging of impacted soils.
6. Street Sweeping - twice per day.
7. Developer's plan for contractor parking so as to not impact the parking for residents or retail patrons.

Please advise if you would like to touch base to better understand any of the above issues, or discuss format and organization of Wednesday's workshop. However, please keep in mind that this list hopes to represent the majority of what the people want to talk about so I am not at liberty to make changes.

Thank you for your time.

Sincerely,

Jim Chatfield

4350 Middlesex Dr

SD CA 92116

From: Fisher, John [mailto:JSFisher@sandiego.gov]
Sent: Friday, November 09, 2007 3:01 PM
To: allard@teamaja.com; Jim Chatfield; thirdfred@msn.com
Cc: hdevine@san.rr.com; rogerutt@sbcglobal.net; RVann@sunroadenterprises.com; Vann@burnhamrealestate.com; Wright, Mary; Chesebro, April
Subject: RE: Kensington Terrace

Jim,

I agree with everything you said here. I think #3 noted in my concept of the meeting is when misinformation is corrected. Before anyone counters or replies though, we need to get all the issues on the charts, then move to the next phase, #3, and then #4. And yes, the results in #3 and #4 should be charted as well.

The question of the community staying in control, I have suggested that role would be up to Mr. Lindahl and maybe the City staff, yet certainly not the applicant.

Thank you for your thoughts.

jF

John S. Fisher, RLA

Development Project Manager
Affordable/Infill Housing and Sustainable Buildings Expedite Program
Development Services Department
City of San Diego
(619) 446-5231

jsfisher@sandiego.gov

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>>> Jim Chatfield 11/9/2007 2:34 PM >>>
John,

If I may interject....I agree with your approach below. However, being an optimist and a problem solver by nature, I'm hopeful that we can work through reasonable solutions to the residents' concerns. Accordingly, I'd recommend giving Mr. Jansen's team a chance to respond, counter and/or agree to the major items. After documenting these results, then we could go back to the Planning Commission in a more concise manner. As long as we can keep the community participants under control, it might prove more effective to work out solutions in this environment rather than in front of the commission.

Sincerely,

Jim Chatfield

From: Fisher, John [mailto:JSFisher@sandiego.gov]
Sent: Friday, November 09, 2007 12:41 PM
To: allard@teamaja.com; thirdfred@msn.com
Cc: hdevine@san.rr.com; Jim Chatfield; rogerutt@sbcglobal.net;
RVann@sunroadenterprises.com; Vann@burnhamrealestate.com; Wright, Mary;
Chesebro, April
Subject: RE: Kensington Terrace

Fred and Allard,

Mary and I spoke about the workshop just now. We suggest if one member of the

KTPC Board could do the charting with Mary it would be appreciated. Having two people charting works best. To avoid any perception of bias, we suggest the persons doing the charting not be from the developers team and not from persons opposed to the project. City staff need to follow the discussion, so Mary Wright from the Planning Dept. will be available to chart the concerns.

The following are my thoughts. The City staff will sit together in a group. If the developers team would do likewise it may help to keep the flow of information clear and from what source. Direct questions to the City staff and/or development team should be answered. It is my understanding the purpose is not for the developer to present the project or participate in a debate, yet is to focus the issues of the opposition. Of course I hope that during the discussion the facts of the project will be made clear to all. If

the community has the accurate facts maybe some issues will become non-issues.

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So I do expect some discussion of the proposal, mitigation, estimated average

daily trips, traffic improvements, et cetera.

The way I foresee the meeting follows from what I believe the Chairman of the Commission envisioned as the purpose of the continuance and could follow this organization: 1. Outline the evenings process, organization and time limits. 2. Listen to the community and chart their concerns. 3. Address concerns that

are not based in fact, e.g. the projects estimated ADT, height of the building, parking provided and required, medians in Adams Ave. etc. 4. Open discussion period for further dialog if necessary. 5. Adjournment of the meeting.

I suggest subjective comments would not be ripe for this purpose. Debate should be avoided. The community members should be allowed to express any thought, concern or issue. For politeness and ability to get the info charted, only one person should be allowed to speak at a time. A time limit will be necessary, I suggest two minutes each. So we need a time keeper too. If a KTPC member would recognize and write down the order of who wishes to speak, then Fred would call on those people in an orderly fashion. The KTPC member would keep the flow of speakers in order and help Fred manage this. The time keeper will call time for anyone not finished. We need to get through it all and everyone should be accorded time to speak, but not on and on. If Fred will remind speakers to focus their comments into the essence of the issue of their concern.

During this orderly process of expression, two KTPC members would be charting the essence of the issue. For example, the community member is talking about bulk and scale, or community character, or ADT, or Traffic, or parking, until all present who wish to voice their concern has their issue noted on the chart. Maybe if someone sees their issue is already on the chart they will not feel the need to speak, as time is limited.

As the City's lead on the project I think it a good idea to outline the evenings organization (noted above as 1, 2, 3, 4 and 5) before the workshop is

begun so all present will know how the meeting will be conducted and its purpose. As the Planning Commission Chair had to remind those present yesterday to be respectful, if catcalls, cross talk, or rude outbursts occur, Fred, as moderator, should remind everyone to be polite and respectful of each

other. This meeting is a great opportunity for everyone and rudeness should not be tolerated.

Let's remember the purpose is to assist those in opposition to the project to focus their concerns in preparation for next weeks hearing. If some concerns are resolved, okay. If not, that is okay too.

These are my thoughts and they are focused to bring results in line with the purpose. If anyone has other ideas, let's have a dialog here and not on Wednesday night. I am open-minded to suggestions. The objective is to realize the goal or purpose of the continuance. Your thoughts are welcome.

Thank you,

jF

John S. Fisher, RLA
 Development Project Manager
 Affordable/Infill Housing and Sustainable Buildings Expedite Program
 Development Services Department
 City of San Diego
 (619) 446-5231

jsfisher@sandiego.gov

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>>> Fred Lindahl III 11/8/2007 8:56 PM >>>
 Hello:

It is my understanding that this will be taking part during the KTPC regular meeting time ... we are currently in the process of working with the church to accommodate a large enough meeting space. Allard when are you leaving? What is the best number to reach you at? Please not that we will assist with the facilitation of this meeting.

Fred Lindahl
 Ken-Tal Chair

>From: "Allard Jansen" <allard@teamaja.com>
 >To: "Fisher, John" <JSFisher@sandiego.gov>, <jchatfield@jmirealty.com>
 >CC:
 ><hdevine@san.rr.com>, <rogerutt@sbcglobal.net>, <RVann@sunroadenterprises.com>, <thirdfred@msn.com>, <Vann@burnhamrealestate.com>, "Jarque,

>Anne" <AJarque@sandiego.gov>, "Ghossain, George"
 ><GGhossain@sandiego.gov>, "Chesebro, April" <AChesebro@sandiego.gov>
 >Subject: RE: Kensington Terrace
 >Date: Thu, 8 Nov 2007 20:26:27 -0800
 >

>Agreed..... everyone is welcome, I will bring our easl and my assistant
 >Jessica Greslick can chart the comments, would you be willing to
 >facilitate? Allard
 >

>-----Original Message-----

>From: Fisher, John [mailto:JSFisher@sandiego.gov]
 >Sent: Thu 11/8/2007 3:44 PM
 >To: Allard Jansen; jchatfield@jmirealty.com
 >Cc: hdevine@san.rr.com; rogerutt@sbcglobal.net;
 >RVann@sunroadenterprises.com; thirdfred@msn.com;
 >Vann@burnhamrealestate.com; Jarque, Anne; Ghossain, George; Chesebro, April
 >Subject: Re: Kensington Terrace
 >

>Mr Jansan, et al,
 >

>My suggestion is to be inclusive and not exclude anyone from participating
 >in
 >the "workshop" next week. The purpose is to allow full participation by
 >all
 >interested members of the neighborhood.
 >

>To that end, as City staff I will attend. It may be useful if one person
 >acts
 >as a moderator/controller for the meeting. In DSD we are not for or

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>against
>development. My specific role in DSD is to facilitate, encourage
>negotiation,
>and to resolve conflict. It will be useful at the meeting if one or two
>people are charting the concerns while a third person guides the discussion
>and keeps the peace.
>
>If Allard (or someone else) would bring an easel or two with large format
>paper and markers, I will help chart the concerns, goals, objectives, et
>cetera expressed during the meeting. And also chart the responses and
>direction.
>
>If you have questions, please contact me. Thank you,
> >>> Allard Jansen 11/8/2007 3:09:28 PM >>>
>Jim
>
>
>
>As promised, here are the uses allowed in the two zones..... So
>how
>do you want to proceed?
>
>
>
>Let me know specifically what issues you would like to address so I can
>prepare for next Wednesday and Thursday. My wife and I were schedule for a
>vacation this week and next week, which we are cutting short, to
>accommodate
>the group. I will be back home Monday night.
>
>
>
>It would help if your committee creates ONE list, and email it out by
>Monday
>morning at 8:00am. Maybe we can get together next Tuesday to refine the
>list
>and create an agenda with the chairman of the Kensington Talmadge Planning
>Committee, Mr. Fred Lindal and Mr. Rodger Utt. I believe Mr. John Fisher
>our
>project manager, from the city of San Diego will attend. (I have put him on
>this distribution list). Since the Planning Commission wanted this
>workshop, I
>think John Fisher will invite the appropriate staff members, let him know
>who
>you want to attend.
>
>
>
>On another note, would you be willing to be the representative for your
>group,
>and selecting 3 or 4 members to work through your issues..... I
>like
>that everyone wants this to be all involved, but its very hard and many
>times
>unproductive working with a large crowd, you decide.
>
>
>
>Respectfully,
>
>Allard Jansen, AIA
>Principal Architect
>858-793-9091 Ext. 203
>858-793-9162 Fax
>Assistant, Jessica Greslick Ext. 202
>allard@teamaja.com
>Allard Jansen Architects, Incorporated

>444 South Cedros Studio 190 Solana Beach, California 92075
>www.teamaja.com

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>
>WARNING: The information provided via electronic media is not
>guaranteed or warranted against any defects, including design,
>calculation, data translation or transmission errors or omissions.

>
>
>
>
>jF

>
>John S. Fisher, RLA
>Development Project Manager
>Affordable/Infill Housing and Sustainable Buildings Expedite Program
>Development Services Department
>City of San Diego
>(619) 446-5231

>
>jsfisher@sandiego.gov

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>Correspondents should assume that all communication to or from this address
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>recorded and may be reviewed by third parties.

>
>

Fisher, John

From: jchatfield@jcmirealty.com
Sent: Tuesday, November 13, 2007 2:52 PM
To: John Fisher; allard@teamaja.com; thirdfred@msn.com
Cc: Mary Wright; April Chesebro; hdevine@san.rr.com; rogerutt@sbcglobal.net; RVann@sunroadenterprises.com; Vann@burnhamrealestate.com
Subject: Workshop for the Proposed Kensington Terrace Project

Ladies and Gentlemen,

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2. Explain why the CU-3-3 zoning was determined to be the appropriate overlay for the site that was previously CN-1-3, since CU-3-3 appears to be less LESS community serving.
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D. Architecture

1. Edgware. Massing on Edgware should be reduced to a maximum of 20 feet so as to be of scale with this residential street. Also, more care should be taken to individualize the craftsman style town homes.
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001527

Misc

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Sincerely,

Jim Chatfield

4350 Middlesex Dr

SD CA 92116

From: Fisher; John [mailto:JSFisher@sandiego.gov]
Sent: Friday, November 09, 2007 3:01 PM

To: allard@teamaja.com; Jim Chatfield; thirdfred@msn.com
Cc: hdevine@san.rr.com; rogerutt@sbcglobal.net; RVann@sunroadenterprises.com;
Vann@burnhamrealestate.com; Wright, Mary; Chesebro, April
Subject: RE: Kensington Terrace

Jim, 001528

I agree with everything you said here. I think #3 noted in my concept of the meeting is when misinformation is corrected. Before anyone counters or replies though, we need to get all the issues on the charts, then move to the next phase, #3, and then #4. And yes, the results in #3 and #4 should be charted as well.

The question of the community staying in control, I have suggested that role would be up to Mr. Lindahl and maybe the City staff, yet certainly not the applicant.

Thank you for your thoughts.

jF

John S. Fisher, RLA
Development Project Manager
Affordable/Infill Housing and Sustainable Buildings Expedite Program Development Services
Department City of San Diego
(619) 446-5231

jsfisher@sandiego.gov

Correspondents should assume that all communication to or from this address is recorded and may be reviewed by third parties.

>>> Jim Chatfield 11/9/2007 2:34 PM >>>
John,

If I may interject....I agree with your approach below. However, being an optimist and a problem solver by nature, I'm hopeful that we can work through reasonable solutions to the residents' concerns. Accordingly, I'd recommend giving Mr. Jansen's team a chance to respond, counter and/or agree to the major items. After documenting these results, then we could go back to the Planning Commission in a more concise manner. As long as we can keep the community participants under control, it might prove more effective to work out solutions in this environment rather than in front of the commission.

Sincerely,

Jim Chatfield

From: Fisher, John [mailto:JSFisher@sandiego.gov]
Sent: Friday, November 09, 2007 12:41 PM
To: allard@teamaja.com; thirdfred@msn.com
Cc: hdevine@san.rr.com; Jim Chatfield; rogerutt@sbcglobal.net;
RVann@sunroadenterprises.com; Vann@burnhamrealestate.com; Wright, Mary;
Chesebro, April
Subject: RE: Kensington Terrace

Mary and I spoke about the workshop just now. We suggest if one member of the KTPC Board could do the charting with Mary it would be appreciated. Having two people charting works best. To avoid any perception of bias, we suggest the persons doing the charting not be from the developers team and not from persons opposed to the project. City staff need to follow the discussion, so Mary Wright from the Planning Dept. will be available to chart the concerns.

The following are my thoughts. The City staff will sit together in a group. If the developers team would do likewise it may help to keep the flow of information clear and from what source. Direct questions to the City staff and/or development team should be answered. It is my understanding the purpose is not for the developer to present the project or participate in a debate, yet is to focus the issues of the opposition. Of course I hope that during the discussion the facts of the project will be made clear to all. If the community has the accurate facts maybe some issues will become non-issues.

So I do expect some discussion of the proposal, mitigation, estimated average daily trips, traffic improvements, et cetera.

The way I foresee the meeting follows from what I believe the Chairman of the Commission envisioned as the purpose of the continuance and could follow this organization: 1. Outline the evenings process, organization and time limits. 2. Listen to the community and chart their concerns. 3. Address concerns that

are not based in fact, e.g. the projects estimated ADT, height of the building, parking provided and required, medians in Adams Ave. etc. 4. Open discussion period for further dialog if necessary. 5. Adjournment of the meeting.

I suggest subjective comments would not be ripe for this purpose. Debate should be avoided. The community members should be allowed to express any thought, concern or issue. For politeness and ability to get the info charted, only one person should be allowed to speak at a time. A time limit will be necessary, I suggest two minutes each. So we need a time keeper too. If a KTPC member would recognize and write down the order of who wishes to speak, then Fred would call on those people in an orderly fashion. The KTPC member would keep the flow of speakers in order and help Fred manage this. The time keeper will call time for anyone not finished. We need to get through it all and everyone should be accorded time to speak, but not on and on. If Fred will remind speakers to focus their comments into the essence of the issue of their concern.

During this orderly process of expression, two KTPC members would be charting the essence of the issue. For example, the community member is talking about bulk and scale, or community character, or ADT, or Traffic, or parking, until all present who wish to voice their concern has their issue noted on the chart. Maybe if someone sees their issue is already on the chart they will not feel the need to speak, as time is limited.

As the City's lead on the project I think it a good idea to outline the evenings organization (noted above as 1, 2, 3, 4 and 5) before the workshop is

begun so all present will know how the meeting will be conducted and its purpose. As the Planning Commission Chair had to remind those present yesterday to be respectful, if catcalls, cross talk, or rude outbursts occur, Fred, as moderator, should remind everyone to be polite and respectful of each

other. This meeting is a great opportunity for everyone and rudeness should not be tolerated.

Let's remember the purpose is to assist those in opposition to the project to focus their concerns in preparation for next weeks hearing. If some concerns

are resolved, okay. If not, that is okay too.
These are my thoughts and they are focused to bring results in line with the purpose. If anyone has other ideas, let's have a dialog here and not on Wednesday night. I am open-minded to suggestions. The objective is to realize the goal or purpose of the continuance. Your thoughts are welcome.

Thank you,

jF

001530

John S. Fisher, RLA
Development Project Manager
Affordable/Infill Housing and Sustainable Buildings Expedite Program
Development Services Department
City of San Diego
(619) 446-5231

jsfisher@sandiego.gov

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>>> Fred Lindahl III 11/8/2007 8:56 PM >>>
Hello:

It is my understanding that this will be taking part during the KTPC regular meeting time ... we are currently in the process of working with the church to accommodate a large enough meeting space. Allard when are you leaving? What is the best number to reach you at?
Please not that we will assist with the facilitation of this meeting.

Fred Lindahl
Ken-Tal Chair

>From: "Allard Jansen" <allard@teamaja.com>
>To: "Fisher, John" <JSFisher@sandiego.gov>, <jchatfield@jmirealty.com>
>CC:
><hdevine@san.rr.com>, <rogerutt@sbcglobal.net>, <RVann@sunroadenterprises.com>, <thirdfred@msn.com>, <Vann@burnhamrealestate.com>, "Jarque,

>Anne" <AJarque@sandiego.gov>, "Ghossain, George"
><GGhossain@sandiego.gov>, "Chesebro, April" <AChesebro@sandiego.gov>
>Subject: RE: Kensington Terrace
>Date: Thu, 8 Nov 2007 20:26:27 -0800

>
>Agreed..... everyone is welcome, I will bring our easl and my assistant
>Jessica Greslick can chart the comments, would you be willing to
>facilitate? Allard

>
>
>-----Original Message-----

>From: Fisher, John [mailto:JSFisher@sandiego.gov]
>Sent: Thu 11/8/2007 3:44 PM
>To: Allard Jansen; jchatfield@jmirealty.com
>Cc: hdevine@san.rr.com; rogerutt@sbcglobal.net;
>RVann@sunroadenterprises.com; thirdfred@msn.com;
>Vann@burnhamrealestate.com; Jarque, Anne; Ghossain, George; Chesebro, April
>Subject: Re: Kensington Terrace

>
>Mr Jansan, et al,

>
>My suggestion is to be inclusive and not exclude anyone from participating
>in
>the "workshop" next week. The purpose is to allow full participation by

001531

>all
>interested members of the neighborhood.
>
>To that end, as City staff I will attend. It may be useful if one person
>acts
>as a moderator/controller for the meeting. In DSD we are not for or
>against
>development. My specific role in DSD is to facilitate, encourage
>negotiation,
>and to resolve conflict. It will be useful at the meeting if one or two
>people are charting the concerns while a third person guides the discussion
>and keeps the peace.
>
>If Allard (or someone else) would bring an easel or two with large format
>paper and markers, I will help chart the concerns, goals, objectives, et
>cetera expressed during the meeting. And also chart the responses and
>direction.
>
>If you have questions, please contact me. Thank you,
> >>> Allard Jansen 11/8/2007 3:09:28 PM >>>
>Jim
>
>
>
>As promised, here are the uses allowed in the two zones..... So
>how
>do you want to proceed?
>
>
>
>Let me know specifically what issues you would like to address so I can
>prepare for next Wednesday and Thursday. My wife and I were schedule for a
>vacation this week and next week, which we are cutting short, to
>accommodate
>the group. I will be back home Monday night.
>
>
>
>It would help if your committee creates ONE list, and email it out by
>Monday
>morning at 8:00am. Maybe we can get together next Tuesday to refine the
>list
>and create an agenda with the chairman of the Kensington Talmadge Planning
>Committee, Mr. Fred Lindal and Mr. Rodger Utt. I believe Mr. John Fisher
>our
>project manager, from the city of San Diego will attend. (I have put him on
>this distribution list). Since the Planning Commission wanted this
>workshop, I
>think John Fisher will invite the appropriate staff members, let him know
>who
>you want to attend.
>
>
>
>On another note, would you be willing to be the representative for your
>group,
>and selecting 3 or 4 members to work through your issues..... I
>like
>that everyone wants this to be all involved, but its very hard and many
>times
>unproductive working with a large crowd, you decide.
>
>
>
>Respectfully,
>
>Allard Jansen, AIA

001532
>Principal Architect
>858-793-9091 Ext. 203
>858-793-9162 Fax
>Assistant, Jessica Greslick Ext. 202
>allard@teamaja.com
>Allard Jansen Architects, Incorporated
>444 South Cedros Studio 190 Solana Beach, California 92075
>www.teamaja.com

>
>WARNING: The information provided via electronic media is not
>guaranteed or warranted against any defects, including design,
>calculation, data translation or transmission errors or omissions.

>
>
>
>
>jF

>
>John S. Fisher, RLA
>Development Project Manager
>Affordable/Infill Housing and Sustainable Buildings Expedite Program
>Development Services Department
>City of San Diego
>(619) 446-5231

>
>jsfisher@sandiego.gov

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>
>

Fisher, John

001533

From: thirdfred@msn.com
Sent: Friday, November 09, 2007 7:43 PM
To: John Fisher; allard@teamaja.com; jchatfield@jmirealty.com
Cc: Mary Wright; April Chesebro; hdevine@san.rr.com; rogerutt@sbcglobal.net; RVann@sunroadenterprises.com; Vann@burnhamrealestate.com
Subject: RE: Kensington Terrace

Jim:
I am a member of the community I have not yet received my invitation to these community meetings for Sunday or Monday.

Fred Lindahl

>From: "Jim Chatfield" <jchatfield@jmirealty.com>
>To: "Fred Lindahl III"
><thirdfred@msn.com>, <JSFisher@sandiego.gov>, <allard@teamaja.com>
>CC:
><hdevine@san.rr.com>, <rogerutt@sbcglobal.net>, <RVann@sunroadenterprises.com>, <Vann@burnhamrealestate.com>, <MPWright@sandiego.gov>, <AChesebro@sandiego.gov>
>Subject: RE: Kensington Terrace
>Date: Fri, 9 Nov 2007 17:48:08 -0800
>
>Fred, I have no idea...the community is coming up with their
>lists...there are meetings scheduled for Sunday and Monday, so the best
>I can do is give you an idea when we consolidate the issues and
>transmit the list on Tuesday...
>
>Sincerely,
>
>Jim Chatfield
>-----Original Message-----
>From: Fred Lindahl III [mailto:thirdfred@msn.com]
>Sent: Friday, November 09, 2007 3:46 PM
>To: JSFisher@sandiego.gov; allard@teamaja.com; Jim Chatfield
>Cc: hdevine@san.rr.com; rogerutt@sbcglobal.net;
>RVann@sunroadenterprises.com; Vann@burnhamrealestate.com;
>MPWright@sandiego.gov; AChesebro@sandiego.gov
>Subject: RE: Kensington Terrace
>Importance: High
>
>Jim and John:
>
>Please remember that there is a regular KTPC meeting going on as well
>....
>this topic isn't on our agenda until 8:00pm but could be presented
>earlier depending on how the other items go ... with that being said
>how long are you thinking this presentation will take?
>
>Fred Lindahl
>Ken-Tal Chair
>
>
>>From: "Fisher, John" <JSFisher@sandiego.gov>
>>To: allard@teamaja.com, jchatfield@jmirealty.com, thirdfred@msn.com
>>CC:
>>hdevine@san.rr.com, rogerutt@sbcglobal.net, RVann@sunroadenterprises.co
>>m,
>Vann@burnhamrealestate.com, "Wright,
>>Mary" <MPWright@sandiego.gov>, "Chesebro, April"

><ACHesebro@sandiego.gov>
> >Subject: RE: Kensington Terrace
> >Date: Fri, 9 Nov 2007 15:01:00 -0800
> >
> >Jim, **001534**
> >
> >I agree with everything you said here. I think #3 noted in my
> >concept
> >of
> >the
> >meeting is when misinformation is corrected. Before anyone counters
> >or replies though, we need to get all the issues on the charts, then
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> >next phase, #3, and then #4. And yes, the results in #3 and #4
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> >The question of the community staying in control, I have suggested
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> >
> >Thank you for your thoughts.
> >
> >jf
> >
> >John S. Fisher, RLA
> >Development Project Manager
> >Affordable/Infill Housing and Sustainable Buildings Expedite Program
> >Development Services Department City of San Diego
> >(619) 446-5231
> >
> >jsfisher@sandiego.gov
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> >
> >>> Jim Chatfield 11/9/2007 2:34 PM >>>
> >John,
> >
> >
> >
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> >If I may interject....I agree with your approach below. However,
> >being
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> >through reasonable solutions to the residents' concerns.
> >Accordingly, I'd recommend giving Mr. Jansen's team a chance to
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> >
> >
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> >Mary; Chesebro, April
> >Subject: RE: Kensington Terrace
> >
> >
> >
> >Fred and Allard,
> >
> >Mary and I spoke about the workshop just now. We suggest if one
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> >KTPC Board could do the charting with Mary it would be appreciated.
> >Having
> >two people charting works best. To avoid any perception of bias, we
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001536

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> >Thank you,
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> >John S. Fisher, RLA
> >Development Project Manager
> >Affordable/Infill Housing and Sustainable Buildings Expedite Program
> >Development Services Department City of San Diego
> >(619) 446-5231
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> >jsfisher@sandiego.gov
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> > >>> Fred Lindahl III 11/8/2007 8:56 PM >>>
> >Hello:
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> >It is my understanding that this will be taking part during the KTPC
> >regular meeting time ... we are currently in the process of working
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> >What is the best number to reach you at?
> >Please not that we will assist with the facilitation of this meeting.
> >
> >Fred Lindahl

> >Ken-Tal Chair 001538
> >
> >
> >
> >>From: "Allard Jansen" <allard@teamaja.com>
> >>To: "Fisher, John"
> >><JSFisher@sandiego.gov>,<jchatfield@jmirealty.com>
> >>CC:
> >
> ><hdevine@san.rr.com>,<rogerutt@sbcglobal.net>,<RVann@sunroadenterpris
> >es
> >.com>,<thirdfred@msn.com>,<Vann@burnhamrealestate.com>,"Jarque,
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> >>Anne" <AJarque@sandiego.gov>,"Ghossain, George"
> >><GGhossain@sandiego.gov>,"Chesebro, April" <AChesebro@sandiego.gov>
> >>Subject: RE: Kensington Terrace
> >>Date: Thu, 8 Nov 2007 20:26:27 -0800
> >>
> >>Agreed..... everyone is welcome, I will bring our easl and my
> >assistant
> >>Jessica Greslick can chart the comments, would you be willing to
> >>facilitate? Allard
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> >>
> >>-----Original Message-----
> >>>From: Fisher, John [mailto:JSFisher@sandiego.gov]
> >>>Sent: Thu 11/8/2007 3:44 PM
> >>>To: Allard Jansen; jchatfield@jmirealty.com
> >>>Cc: hdevine@san.rr.com; rogerutt@sbcglobal.net;
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> >>April
> >>>Subject: Re: Kensington Terrace
> >>>
> >>>Mr Jansan, et al,
> >>>
> >>>My suggestion is to be inclusive and not exclude anyone from
> >>participating
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> >>the "workshop" next week. The purpose is to allow full
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> >>>To that end, as City staff I will attend. It may be useful if one
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001539

> > >
> > >If you have questions, please contact me. Thank you,
> > >>> Allard Jansen 11/8/2007 3:09:28 PM >>>
> > >Jim
> > >
> > >
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> > >As promised, here are the uses allowed in the two
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> > >
> > >
> > >
> > >Respectfully,
> > >
> > >Allard Jansen, AIA
> > >Principal Architect
> > >858-793-9091 Ext. 203
> > >858-793-9162 Fax

```

> > >Assistant, Jessica Greslick Ext. 202 allard@teamaja.com Allard
> > >Jansen Architects, Incorporated
> > >444 South Cedros Studio 190 Solana Beach, California 92075
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> > >
> > >
> > >jF
> > >
> > >John S. Fisher, RLA
> > >Development Project Manager
> > >Affordable/Infill Housing and Sustainable Buildings Expedite Program
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> > >
> > >
> > >
> > >

```


Fisher, John 001541

From: joel@shakethatbrain.com
Sent: Friday, November 09, 2007 3:58 PM
To: John Fisher
Subject: address is correct

John,
yes re: this e-mail address for me.
thanks,
joel saltzman

> Mr. Saltzman,
>
> This is a test of this email address. I have sent three separate
> emails to this address and all have been returned by the System
> Manager with a message saying either the attachments were too large or
> the address is incorrect.
>
> Does this address work?
>
> Link to the drawings: <http://www.box.net/shared/h9pmil5pc5>
>
> Thank you,
>
> jF
>
> John S. Fisher, RLA
> Development Project Manager
> Affordable/Infill Housing and Sustainable Buildings Expedite Program
> Development Services Department City of San Diego
> (619) 446-5231
>
> jsfisher@sandiego.gov
>
> Correspondents should assume that all communication to or from this
> address is recorded and may be reviewed by third parties.
>

Joel Saltzman

NEW ADDRESS & PHONE NUMBERS

Joel Saltzman
Shake That Brain!(r) www.shakethatbrain.com Shake It! Books
5219 Marlborough Drive
San Diego, CA 92116
joel@shakethatbrain.com
Tel: (619) 543-9432
Fax: (619) 521-9728
Cell: (805) 573-1069
Toll Free: (877) Shake It

Joel Saltzman is the creator of the Shake That Brain!(r) system - for winning solutions
AND lots of fun.

For your FREE Shake That Brain!(r) e-mail newsletter, send an e-mail with the words
"Shake my brain!" to: join-stblist@mh.databack.com

Joel Saltzman is also known as "J.S. Salt," creator of the best-selling
books:

HOW TO BE THE ALMOST PERFECT HUSBAND:

By Wives Who Know

&

HOW TO BE THE ALMOST PERFECT WIFE:

By Husbands Who Know

For your FREE Shake That MARRIAGE Brain! newsletter, send an e-mail with the word "Yes!"
to: join-stbmarriage@mh.databack.com

001342

001543

From: thirdfred@cox.net
To: HollisAll@aol.com
cc:
Subject: Re: Kensington Terrace Project

Mr. and Mrs. Allen:

Thank you for your email. Know that I will inform the KTPC members of your concerns. Please note the KTPC is an advisory group to the City has had numerous full board meetings and subcommittee meetings, which have are open to the public, to review and provide input to the applicant of the proposed project. Although we have already provided a recommendation, there is still an opportunity to provide public comment on this project at the Planning Commission hearing. This hearing is scheduled for November 15, 2007 on the 12th floor the City Administration Building. I understand that you will be out of town but it would behoove you to contact the City Development Project Manager for this project: Dan Stricker at (619) 446 5251 or via email DStricker@sandiego.gov. I thank you for your comments on this project.

Sincerely,
Fred Lindahl
Ken-Tal Chair

---- HollisAll@aol.com wrote:

- > Chair and all members of Planning Committee:
- >
- > Though a home owner here since 1988, I've not been knowledgeable of a
- > Kensington-Talmadge Planning Committee until today--and am concerned at what I
- > learned at the Planning Commission.
- >
- > I did hear a presentation of the Kensington Terrace Project a few weeks
- > back, but those of us expressing concerns especially re. traffic and parking not
- > being realistically dealt with were simply told it will be mitigated--and
- > clearly concerns have not been cared for.
- >
- > We must be away from San Diego next Wednesday and Thursday so we cannot be
- > present for the meetings next week.
- >
- > We do want you to know that plans for parking and traffic must be radically
- > improved over what we are presently hearing. Another light, added at
- > Kensington Drive, will only compli-cate present frustrations on Adams Avenue. At
- > 2:40 yesterday afternoon (a quieter traffic time of day), travelling East on
- > Adams, the light at Marlborough had us all backed up and stopped on the I-15
- > bridge. Another light at Kensington Drive would only have made it worse--and
- > traffic from I-15 South would be blocked down into the freeway.
- >
- > And we must preserve parking on both sides of Adams. Even now, with so
- > many parking spaces being filled by businesses in the recent building project,
- > it is often impossible to get a parking space for the library or community
- > park and safely get children and grandchildren there.
- >
- > PLEASE don't proceed with plans causing great problems in getting in and out
- > of our Kensington homes...and plans that undermine the much-loved character
- > of our unique community.

001544

>
> Thanks for your consideration.
>
> Sincerely,
>
> Hollis and Grace Allen
> 4290 Middlesex Drive
>
>
>
> ***** See what's new at <http://www.aol.com>

001545

Fisher, John

From: rogerutt@sbcglobal.net
Sent: Thursday, November 08, 2007 12:53 PM
To: John Fisher
Subject: Re: Kensington/Talmadge agenda -

John- I have requested an updated agenda through our Chairman. It would not be an action item. It would be an information item. This project workshop would occur after our scheduled action items. For staff attendance, it would be fairly clear that we would not get to this project until easily after 7:00PM. I can't get you closer than that. Interesting enough, we have city staff reporting on our request for bollard removals to allow access for additional community parking.
Roger

On 11/8/07 12:32 PM, "Fisher, John" <JSFisher@sandiego.gov> wrote:

Roger,

Thank you. Will the agenda be revised to include the "workshop"?

jF

John S. Fisher, RLA
Development Project Manager
Affordable/Infill Housing and Sustainable Buildings Expedite Program Development Services
Department City of San Diego
(619) 446-5231

jsfisher@sandiego.gov

Correspondents should assume that all communication to or from this address is recorded and may be reviewed by third parties.

>>> Roger Utt - Architect 11/8/2007 11:38 AM >>>

John-- This our agenda forwarded to you for your use. The address and time is listed.
Thanks-- Roger

----- Forwarded Message

From: SDPlanning Groups <SDPlanningGroups@sandiego.gov>
Date: Tue, 06 Nov 2007 16:33:25 -0800
To: Jackie Dominguez <DominguezJ@sandiego.gov>, Richard Brown <RBrown@sandiego.gov>
Cc: Shirley Atencio <SATencio@sandiego.gov>
Subject: Kensington/Talmadge agenda -

Please see the attached agenda for the meeting scheduled November 14, 2007.

Please visit our website for other community planning group agendas at:
<http://www.sandiego.gov/planning/community/cpg/agendas.shtml>

Thank you for your commitment to your community,

City Planning & Community Investment
City of San Diego
202 C Street, MS 4A
San Diego, CA 92101
619/235-5200
619/533-5951 (FAX)

001546

Fisher, John

From: hannibus@sbcglobal.net
Sent: Thursday, November 08, 2007 6:46 AM
To: Planning Commission
Cc: Dan Stricker; John Fisher; Office of the Mayor; DSDEAS DSDEAS; Councilmember Atkins
Subject: CONTINUANCE REQUEST FOR KENSINGTON TERRACE-PROJECT 105244

To the Planning Commission,

I am a Kensington resident and very concerned about the Terrace Project# 105244, as I have just learned of its existence. Please grant a continuance on the approval of this project until the community has the opportunity to be fully informed.

Thank you for your time,
Melissa Markowski
Steve Reichart
N. Talmadge Drive

001547

Fisher, John

From: pbotti@cox.net
Sent: Thursday, November 08, 2007 7:11 AM
To: Planning Commission
Cc: Dan Stricker; John Fisher; Office of the Mayor; DSDEAS DSDEAS; Councilmember Atkins
Subject: Kensington Terrace

Importance: High

Dear Planning Commission,

I am writing concerning the Kensington Terrace project which is slated to be heard this morning, Thursday, November 8, 2007 at 9:00 AM. Unfortunately, an emergency is preventing me from attending this most important hearing.

I have attended and listened to the presentations provided by Allard Jansen. Although I do believe Mr. Jansen believes his project would be a benefit to Kensington, and Mr. Jansen does put on a wonderful presentation, I think that the project needs more careful scrutiny and a continuance should be granted for the residents of Kensington.

Most of the residents of Kensington welcome some form of development on the subject site. Unfortunately, the project proposed has issues that need further investigation.

One issue is the massing that this project proposes. There is NO building on Adams with quite this amount of massing. The proposed project would be a huge complex that would certainly dwarf the surrounding neighborhood and current businesses. Except for Mr. Allard's first project, most businesses surrounding the subject site are single story and certainly no building takes up an entire block.

Second, traffic in Kensington is an issue. So is parking. I live less than half a block south of Adams on Kensington and often there is no place to park. This is due, in part, from the multi-family housing that was allowed in the 70s and 80s without adequate parking and the fact that the original homes were built prior to the automobile boom. Regardless of the existing reasons, having businesses and retail parking on our surrounding streets is a major concern.

We residents are also concerned with the traffic. As it is now, we have traffic going to and coming from the City Heights (and other) area through our neighborhoods. Often at heightened speed. Most of Kensington is residential and further commercial traffic will ruin our neighborhood.

Mr. Allard professes that office space in Kensington will be for Kensington residents. I don't know of any Kensington resident that will move their office from their current location to Mr. Allard's building. Thus, most of the office occupants will be coming into and out of Kensington not walking as Mr. Allard implies.

Last but certainly not least, what surprises me about the mitigated negative declaration is that there is no mention of the required California Regional Water Quality Control Board permit for stock piling fuel contaminated spoils during construction. Mr. Allard has told residents of Kensington that he plans on, during grading of the gas station site, to stock pile spoils. Anyone who doesn't think that the soil under a site that has had a gas station since the late 1920s does not contain fuel contaminated soil is extremely naive. Regardless of what type of construction goes on at this site, a RWQB permit must be obtained (please see order no. R9-2002-0342 - particularly item 25).

Thank you for hearing me out on this. I wish I could be there this morning but it is impossible.

Please consider this my formal notification for continuance and/or request that this project be denied as it is presently proposed.

Thank you,

001548

Paulette Botti
4669 Edgeware Road
San Diego, CA 92116
858.775.1555

Fisher, John

From: leavesongrass@cox.net
Sent: Thursday, November 08, 2007 2:26 AM
To: Planning Commission
Cc: Dan Stricker; John Fisher; Office of the Mayor; Councilmember Atkins; DEDEAS@sandiego.gov
Subject: PROPOSED Kensington Terrace Project #105244

Hello Planning Commission:

PLEASE PLEASE PLEASE grant a continuance on the proposed Kensington Terrace Project # 105244 that will come before you today.

As homeowners in Kensington for the last 15 years, my husband and I want our little community to be developed in a thoughtful manner with input from the residents.

Neither of us have even had time to look at the plans for what would be the largest structure ever built in Kensington, let alone react to the plans. The City of San Diego only sent out notification of this project within the last month.

We like the development done on the 4100 block of Adams Avenue, across the street from the library. We are not against all development. But it needs to be done appropriately for the 3 block long "main street" of Adams Avenue.

The proposed structure sounds massive and the thought of 2600 cars per day on that 2 lane street, that USED to be easy to cross when we moved here is staggering.

The property values in this neighborhood are fairly high and Kensington is stable and well maintained. I would think that the City would not want to put a neighborhood at risk by approving a project that could be "a big mistake".

Please, allow us time to be the involved citizens we want to be.

We would be at this meeting except for the fact that my husband is recently disabled and I am his full-time caregiver.

Respectfully,

Laurie McLaughlin
Jim Reeder

Stricker, Dan 001550

From: 1.lakota@cox.net
Sent: Wednesday, November 07, 2007 3:39 PM
To: Commission, Planning
Cc: Stricker, Dan; Mayor, Office of the
Subject: Kensington Terrace Project 105244

The Kensington / Terrace Project 105244

I am NOT in favor of this project

I would like more time to study this,

as news of this project is getting out late

please post a continuance so further study can be don

Thank You

Melanie Winn